

APPENDIX A

MEMORANDA, CORRESPONDENCE, ADDITIONAL DOCUMENTATION

-----Original Message-----

From: Christy Lawson [mailto:CLawson@buttscounty.org]
Sent: Thursday, May 10, 2012 10:19 AM
To: Moore, Margaret
Subject: RE: I-75 Express Lanes

Margaret,

Thank you for the information below. As you already stated we already have the I-75 Interchanges located in Butts County designated to be Highway Activity Centers, therefore, I do not foresee any other land uses changes at either of these intersections due to the I-75 Express Lanes in Henry County.

Thank you again for the information. It was very helpful in getting a better understanding and location as to what GDOT is doing in Henry County.

Christy Lawson, Zoning Administrator
Butts County Community Services Department
625 West Third Street, Ste. 3
Jackson, Georgia 30233
P - 770-775-8210 ext. 2305
F - 770-775-8225

-----Original Message-----

From: Moore, Margaret [mailto:Margaret.Moore@parsons.com]
Sent: Thursday, May 10, 2012 9:50 AM
To: Christy Lawson
Subject: I-75 Express Lanes

I left a phone message for you earlier this week. My firm is under contract to Georgia Department of Transportation on the I-75 Express Lanes in Henry County. More information on the project can be found on the project web site:
<http://www.dot.state.ga.us/travelingingeorgia/expresslanes/l75expresslanes/Pages/default.aspx>

GDOT has specifically asked us to get your opinion regarding potential land use and zoning changes in Butts County if the project is constructed. I have already done research using your Community Assessment plan and understand that the interchanges with I-75 are already planned as Highway Activity Centers. If you think that this project could induce further land use changes, we need confirmation of that from you by May 18th.

Thank you so much for your assistance in this matter,
Margaret Moore
Parsons Transportation Group
Bus./Cell: (757) 374-5760

MEMORANDUM

DATE: April 30, 2012

TO: File 647468

FROM: Margaret Moore

SUBJECT: Clayton County Land Use

PI No. 0009156-9157

Phone Call Clayton County Zoning Administrator Casey Krzic

cc: Stuart Tyler, Kevin McKeen

Phone conversation with Clayton County Zoning Administrator Casey Krzic on April 30, 2012:

I contacted Mr. Krzic to discuss the potential indirect and cumulative land use impacts due to the I-75 express lanes. We briefly discussed the project.

I asked his opinion on the future land use proposed for the corridor. We discussed that the project does not extend greatly into Clayton County and that the areas surrounding both I-75 and I-675 are almost completely developed now.

I asked if the development that is planned for and expected by the county would occur without the project. He stated that the county does not expect additional future development in these interstate corridors in the area of the project.

MEMORANDUM

DATE: January 9, 2012

TO: File 647468

FROM: Margaret Moore

SUBJECT: Henry County Land Use

PI No. 0009156-9157

Phone Call Henry County Planning Director Cheri Hobson-Matthews

cc: Stuart Tyler, Kevin McKeen

Phone conversation with Henry County Planning Director Cheri Hobson-Matthews on January 9, 2012:

I contacted Ms. Mathews to discuss the potential indirect and cumulative land use impacts due to the I-75 express lanes. We briefly discussed the general alternatives and congestion pricing. She had attended the public meeting and understood the new Jonesboro Road dedicated access alternative. She wanted clarity on the tolls, would they be set or vary? I told her that to my knowledge, they would vary in order to maintain a minimum speed of 45 mph. I discussed other similar projects with her and after the call I forwarded her information on FHWA's congestion pricing webinar series.

Ms. Matthews noted that 87% of the county's employed population is commuting northwest out of the county. They have significant freight traffic in the county. Much of the industrial development is warehousing. In addition, many residents use I-75 as a local roadway, i.e. using it for one interchange.

I asked her opinion on the future land use proposed for the corridor. A suburban employment center from Hudson Bridge through Jodeco Road to Jonesboro Road is already planned for by the county and is to include high density residential development, corporate offices, and retail uses. To support this and to ensure good access between these areas, the county is considering some kind of parallel roadway to I-75, the Patrick Henry Parkway.

I asked her if the development that is planned for and expected by the county would occur without the project. She concurred that it would. We discussed the land use at all the interchanges and in the county south of the project.

At new the Jonesboro Road access, the parcels within the new ROW are zoned commercial. There are several new residential developments that are close to planning completion (infrastructure is in, the county is waiting on a final plat). There is one other parcel that is already zoned for residential but has not developed yet.

The County's biggest concern is the new park and ride at Jodeco. The GRTA express route due to serve it will not have access to the managed lanes.

MEMORANDUM

DATE: May 3, 2012

TO: File 647468

FROM: Margaret Moore

SUBJECT: Spalding County Land Use

PI No. 0009156-9157

Phone Call Spalding County Director of Community Development, Chad Jacobs

cc: Stuart Tyler, Kevin McKeen

Phone conversation with Spalding County Director of Community Development, Chad Jacobs on May 3:

I contacted Mr. Jacobs to discuss the potential indirect and cumulative land use impacts due to the I-75 express lanes. I explained the project and we briefly discussed the alternatives.

We discussed that I-75 does not travel through Spalding County and that some traffic to Atlanta travels on US 41 and GA 3. We discussed the potential interchange at Jenkinsburg Road and the potential for land use changes if that interchange was implemented. [Note: This interchange is not in *Plan 2040*.]

I asked his opinion on the future land use proposed for the eastern part of the county. I asked if the development that is planned for and expected by the county would occur without the project. He concurred with that statement and that any induced land use changes would most likely occur due to construction of a Jenkinsburg Road interchange.

I75Express

EJ Outreach
July 2011

Communities with low income populations, as well as racial minorities, are recognized as key stakeholders for the I75 Express Lanes project. Initial analysis of ARC demographic data and an origin and destination survey, supplemented with 2000 census data and windshield surveys, have identified the presence of minority and low income populations who are likely to use the system within the study area. Special outreach efforts must be made to disseminate project material to increase awareness and solicit input. As the project progresses, a targeted outreach plan is necessary to ensure the perspective of potentially affected Environmental Justice populations is captured.

Sizeable communities of low income workers who could potentially use the I75 Express Lanes are found in Clayton County, in the City of McDonough, and in the City of Griffin. Our focused EJ outreach efforts were concentrated in these areas.

Coordination with Community and Social Services Groups

Communicating and coordinating with groups who work directly with Environmental Justice populations is key in the successful dissemination of information and coordination of public events. Project staff worked directly with governmental agencies and social services organization to get the word out about the I75 Express Lanes project and to gather input on travel patterns and willingness to pay tolls for low income and minority populations.

Unstaffed kiosks, which involved a project board with a map and brief explanation of the project, were placed at government agencies and social service providers throughout the study area. The board included a place to distribute and collect surveys. Unstaffed kiosks were placed in the following locations the week of July 11th-18th:

Heritage Senior Center, 1050 Florence McGarity Blvd, McDonough, GA 30252
Hidden Valley Senior Center, 600 Spraggins Memorial Parkway, Stockbridge, GA 30281
The United Way, 107 Westbridge Industrial Boulevard, McDonough, GA 30253
McDonough Public Library, 1001 Florence McGarity Blvd, McDonough, GA 30252
Clayton County Community Service Center, 1000 Main Street, Forest Park, GA 30297
Shiloh Education and Community Service Center, 261 Macon Street, McDonough, GA

26 Surveys were collected through this effort.

Staffed Outreach Events

In an effort to reach low income populations in their communities, several outreach events were planned in areas with significant low income populations. The following events were staffed for the duration of the effort to encourage engagement in the process and solicit public input:

Friday, July 1, 2011	Howell Sunshine Laundromat, Griffin, GA	9 am – 11:00 am
Friday, July 8, 2011	Soap & Suds Laundromat, Stockbridge, GA	9 am – 11:00 am
Saturday, July 16, 2011	SouthLake Mall, Morrow, GA	12:00 noon – 4 pm

29 Surveys were collected through this effort.

Door to Door Surveys

In the areas identified through the ARC demographic analysis as low income populations, project staff went door to door to solicit input on the project in general and the tolling aspect in particular. Neighborhoods selected for this effort had residential properties listed on the market for \$50,000 or less. According to various lending calculators and anecdotal information from a local mortgage broker, a person can qualify for a mortgage of up to 2 and ½ times their annual income. As such, these neighborhoods can be generalized as low income.

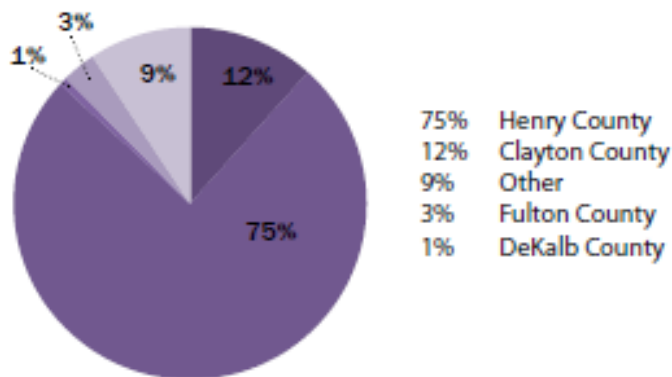
Staff assigned to this task worked in pairs, briefly introduced the project and asked residents to fill out a short project survey. Additionally, a project information sheet was left at the residences where no one answered the door. Door to door surveys were conducted:

Friday, July 15th	McDonough, Georgia	5 – 7 pm
Saturday, July 16th	McDonough, Georgia	12 – 7 pm
Sunday, July 17th	McDonough, Georgia	12 – 6 pm

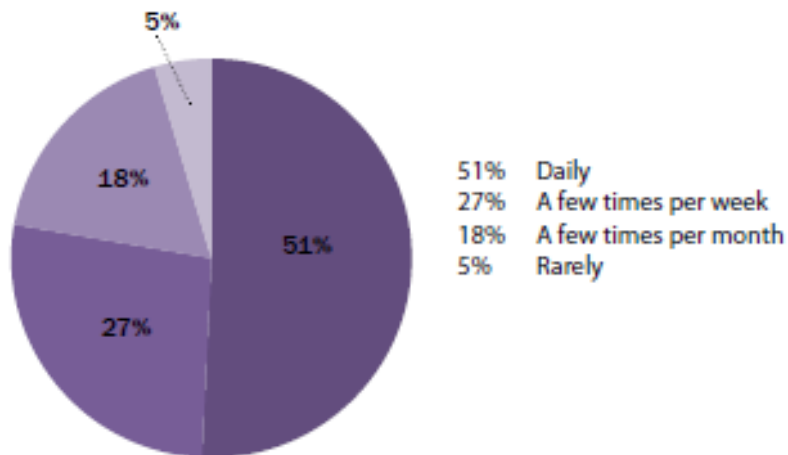
50 surveys were collected during this effort. An additional 55 information sheets were distributed.

Results from the collected surveys have been compiled [here](#). The first several graphs show full responses to individual questions, while the last few pages categorize responses according to commuter frequency, race/ethnicity and household income.

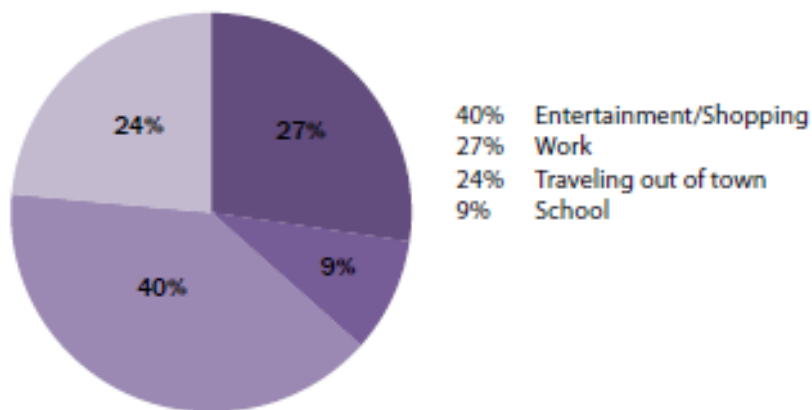
1. Where do you live?



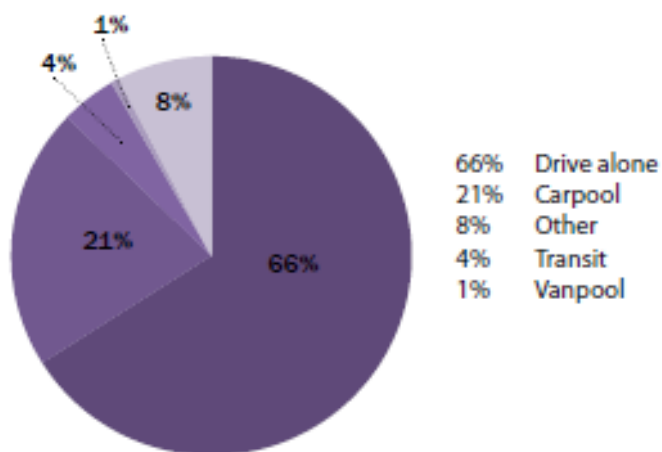
2. How often do you travel on I-75 in Henry or Clayton counties?



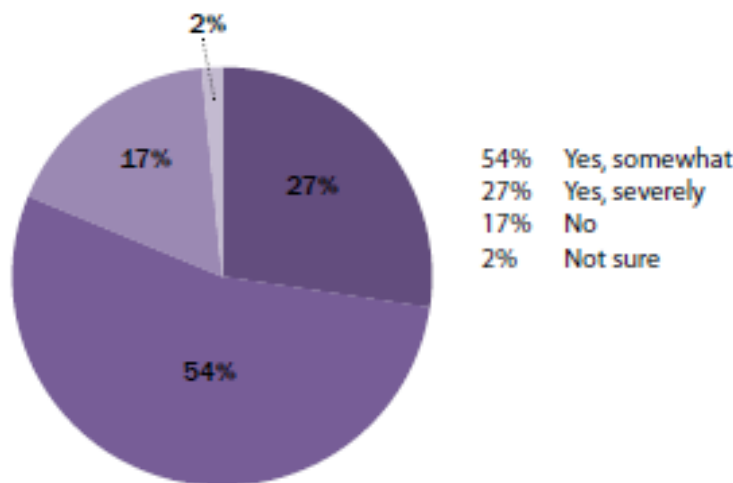
3. Why do you travel on I-75 in Henry or Clayton counties?



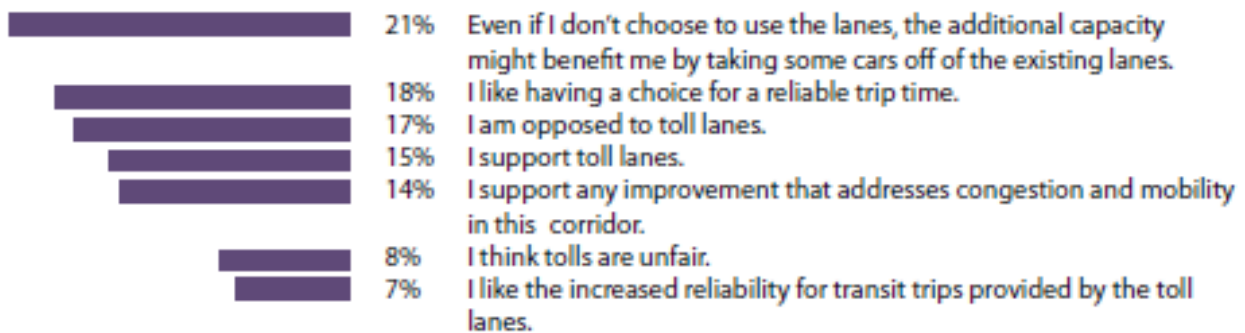
4. How do you travel on I-75?



5. Does congestion on this portion of I-75 negatively affect your travels?



6. Which of the following statements reflects your opinion of toll lanes?
Please check all that apply.

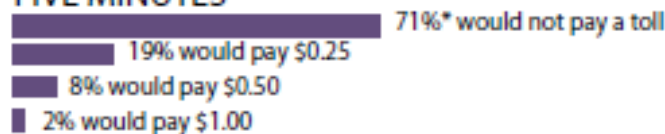


→ To see these results broken down according to race/ethnicity, please see page 6.

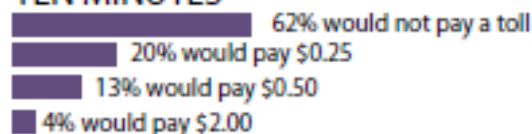
7. For each of the time savings increments listed below, what is the maximum toll you would be willing to pay to achieve that time savings?

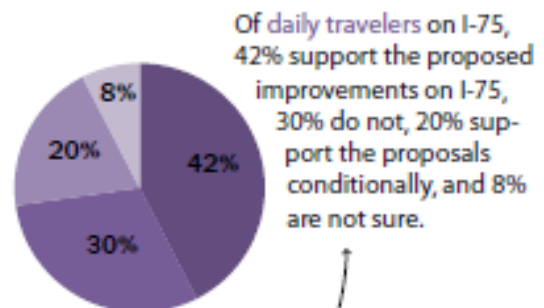
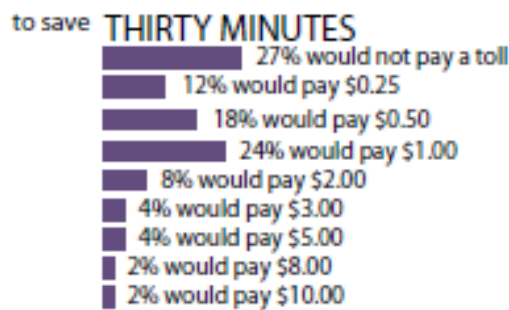
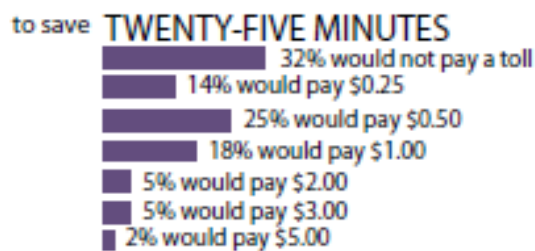
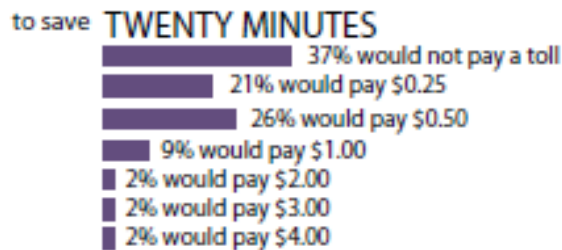
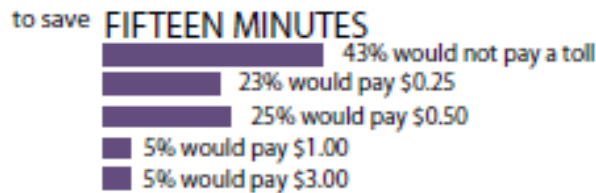
* of daily travelers on I-75

to save **FIVE MINUTES**

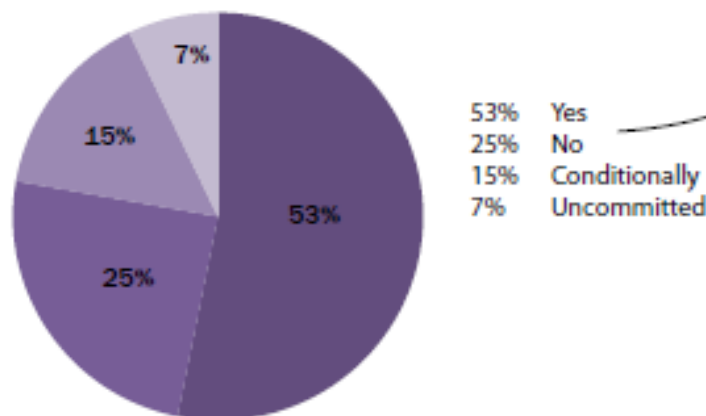


to save **TEN MINUTES**





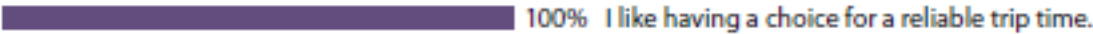
8. Do you support the proposed improvements on this corridor?



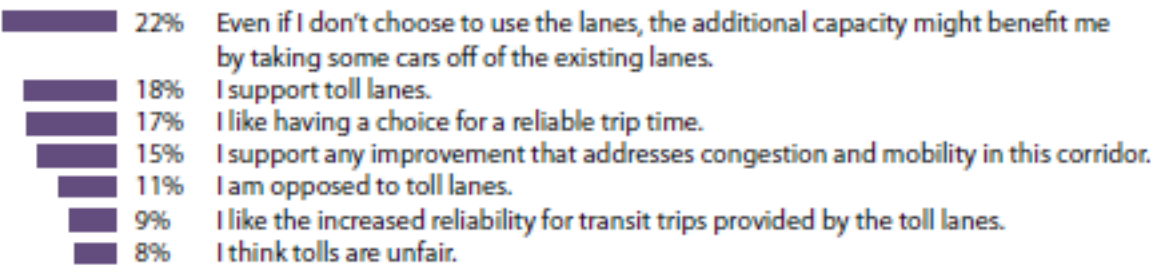
Toll opinion and Maximum toll willing to pay, categorized according to identified race/ethnicity

TOLL OPINION

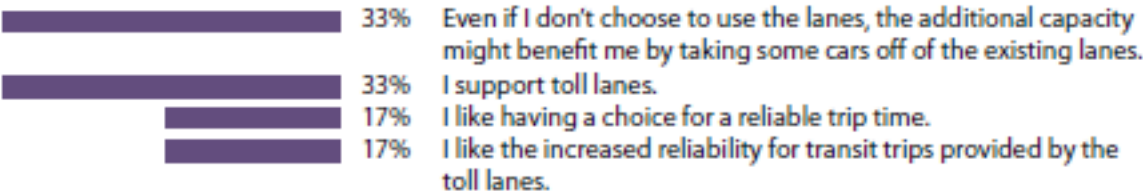
Asian (or mixed heritage)



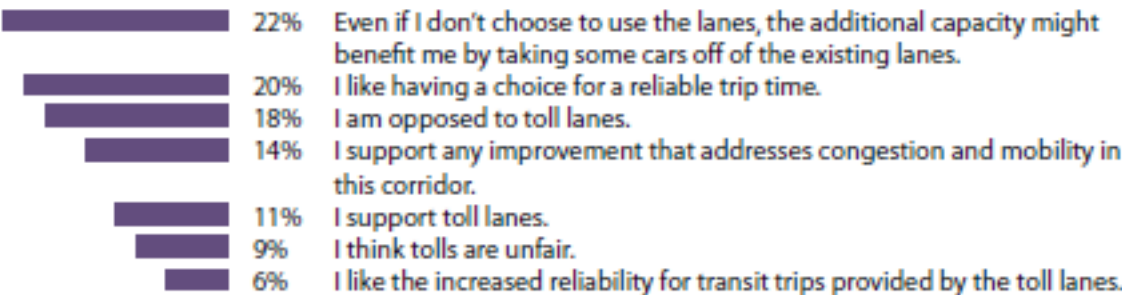
Black (or mixed heritage)



Hispanic (or mixed heritage)

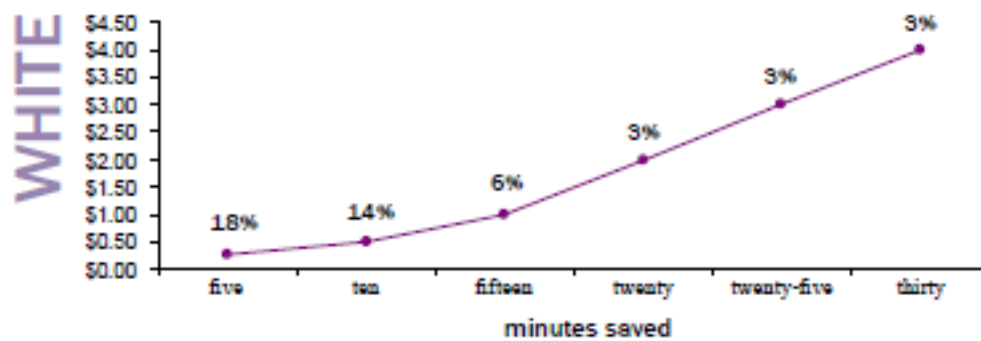
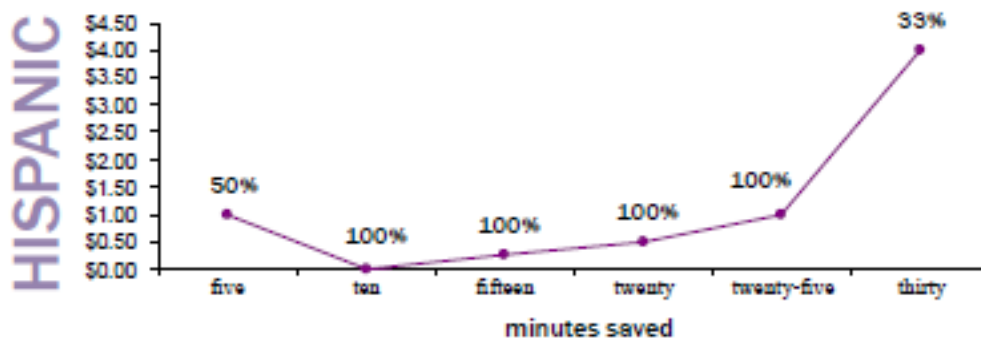
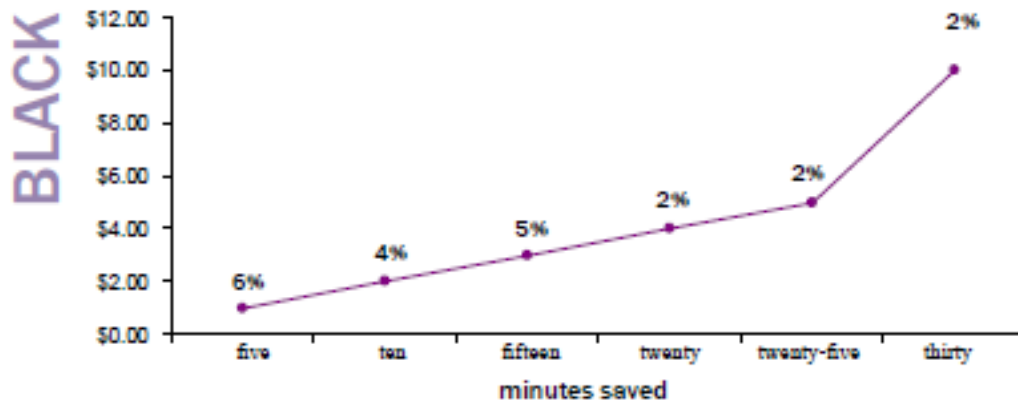
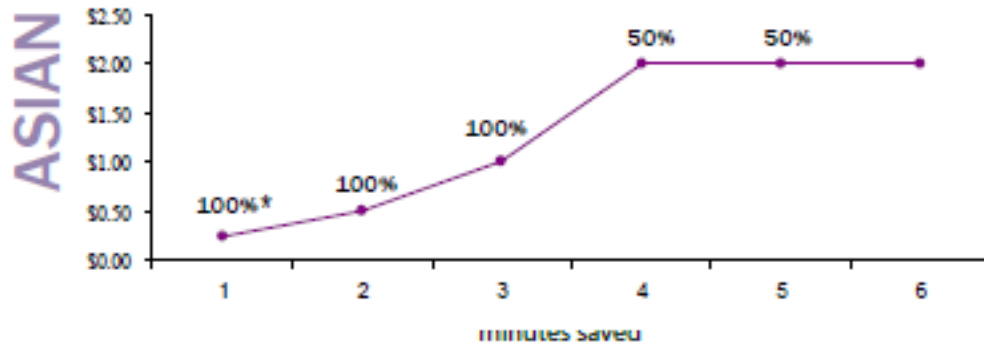


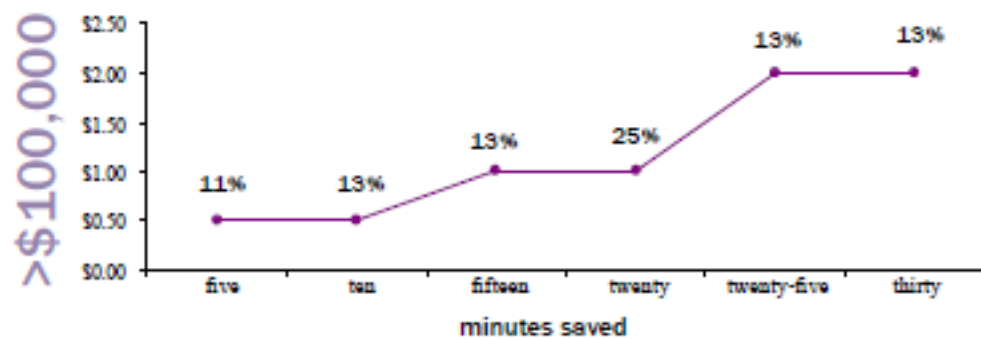
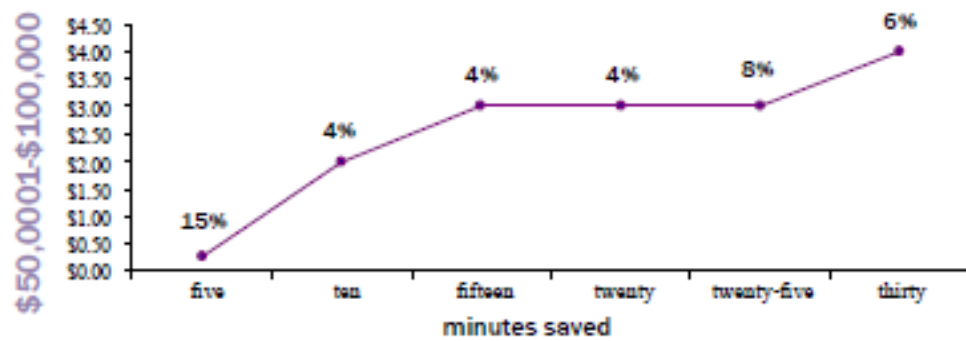
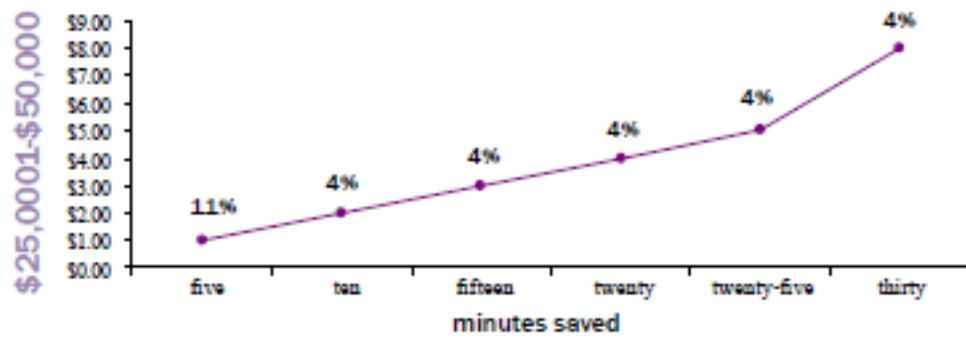
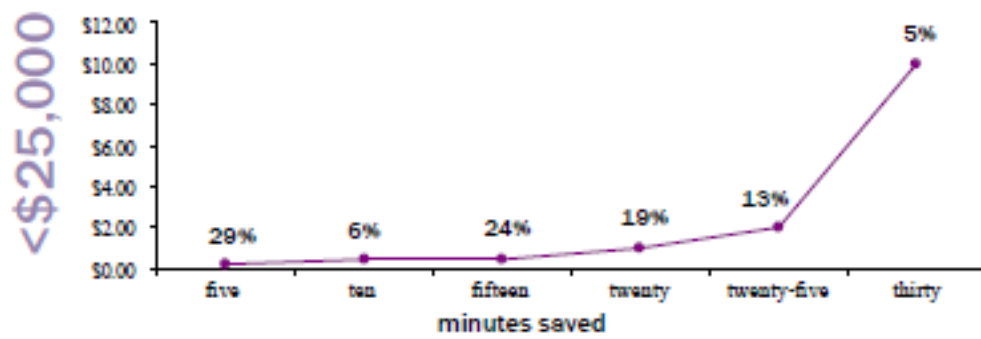
White (or mixed heritage)



MAX TOLL WILLING TO PAY

The graphs on the next two pages represent the highest toll respondents, separated out by ethnicity and income level, would be willing to pay for each time savings increment. The dollar value represents the highest toll indicated by respondents for each time savings increment, and the percentage identified relates to the percentage of respondents willing to pay that particular price.







NOTIFICATION

Initiation of Section 106 Process for

GDOT Projects CSNHS-0009-00(156)(157), Henry County

P.I. Nos. 0009156 & 0009157

January 20, 2010

The Georgia Department of Transportation (Department) is in the beginning stages of project development for these proposed transportation projects. In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of this undertaking, the proposed projects have the potential to cause effects to historic properties if any such properties exist in the project area. The Department is attempting to identify historic properties already listed in the National Register of Historic Places (NRHP) and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effects (APE) of the proposed projects.

The proposed projects involve the addition of one lane within the existing median for both southbound and northbound I-75 in Henry County making the existing six-lane roadway an eight-lane through facility (see attached Figure 1). The section proposed would not preclude the additional lanes from being "managed" by a HOV/HOT type system. The proposed projects would begin at the I-75 bridge over SR 155 and would end approximately 600 feet north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) just at the Henry/Clayton County line, for a total length of 12.24 miles. The limits of the projects were determined from the logical expansion of the existing facility as originally envisioned to transition from a rural section to an urban section of interstate with a median barrier. The proposed pavement types would match existing asphalt and concrete sections of the corridor and provide paved inside shoulders. Existing guardrail and overhead signs along the corridor would be removed and replaced as necessary along with construction of sound barriers as determined by noise studies.

The proposed projects would replace the existing Walt Stephens Road (CR 660) bridge over I-75. The existing bridge (Structure ID 151-0063-0) is 208 feet long and 34.8 feet wide. The sufficiency rating is 61.47. The proposed preliminary replacement bridge would be 380 feet long and 44 feet wide. The proposed typical section for Walt Stephens Road improvement involves the construction of two 12-foot travel lanes with 10-foot (6 feet paved) outside shoulders. The proposed alignment would be located approximately 50 feet north of the existing I-75/Walt Stephens intersection (parallel to the existing bridge). The tie-in points of the alignment with Red Oak Road is approximately 1,750 feet east of I-75 and 1,650 feet west of I-75 at Walt Stephens Road. The total length of the proposed roadway improvements is approximately 3,400 feet. The existing Walt Stephens Road bridge would be demolished once the new bridge is completed.

The proposed projects would also widen the existing northbound I-75 bridge over Flippen Road (CR 165). The existing bridge (Structure ID 151-0042-0) is 192 feet long and 135.1 feet wide. The sufficiency rating is 85.68. The proposed bridge widening would provide a 12-foot wide auxiliary lane and a 12-foot wide shoulder.

Approximately 0.72 acre of additional right of way would be required from the north side of existing Walt Stephens Road and Red Oak Road to complete the proposed replacement of the existing Walt Stephens Road bridge. All other proposed improvements would be constructed within the existing right of way (ROW) limits of I-75.

Because of the nature and scope of the undertaking, the APE would consist of the proposed ROW, within which all construction and ground-disturbing activity would be confined, and would include all properties within the view shed of the proposed projects (refer to attached Figure 1). No potential for indirect effects outside of the proposed ROW and view shed of the proposed projects exists.

Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Georgia Department of Transportation, in consultation with the Georgia State Historic Preservation Officer (SHPO), to identify potential consulting parties and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to encourage public participation in this process and it serves as your invitation to participate as a consulting party in the Section 106 process for these projects.

A written request to become a consulting party for cultural resources for these projects should be directed to:

Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway
Suite 200
Smyrna, Georgia 30080-6502

Attn: Grant D. Hudson

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification numbers (P.I. Nos. 0009156 and 0009157) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for these projects are the Atlanta Regional Commission, the Georgia SHPO, and the Henry County Board of Commissioners. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida, Thlopthlocco Tribal Town, and the United Keetoowah Band of Indians. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Eric Duff, the Department's Native American liaison, at the above address.

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that no properties listed in or nominated for listing in the NRHP, no National Historic Landmarks, and no bridges determined eligible for inclusion in the NRHP in the updated Georgia Historic Bridge Survey (GHBS) are located within

the proposed projects' APE. No property 50 years old or older was identified within the proposed projects' APE in the 2007 Georgia Department of Natural Resources (DNR) Henry County survey. No property 50 years old or older was identified within the proposed projects' APE in the Natural, Archeological and Historic Resources GIS (NAHRGIS) survey.

The review of existing information revealed that one property 50 years old or older, located within the APE was identified during a field survey by Edwards-Pitman Environmental, Inc. for other projects in the same geographic area. This historic property is the Horseshoe Farm. The other projects were GDOT Projects MSL00-0003-00(167)(436). The Horseshoe Farm was determined eligible for NRHP listing.

The proposed projects will be field surveyed for both historic properties and archaeological sites. The Criteria for Evaluation will be applied to any identified resources in consultation with the Georgia SHPO and other consulting parties to determine if any of those resources are eligible for inclusion in the NRHP.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the NRHP or that could be eligible for listing in the NRHP that are not identified in this Notification letter. In accordance with Section 106 of the National Historic Preservation Act, the Department will assess project effects to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce an Assessment of Effects report. This document will be provided to all consulting parties for comment when completed. The Department also wishes to know of any past, present or future local development or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic properties as they relate to the proposed projects.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed projects will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Grant D. Hudson (770-333-9484 or ghudson@edwards-pitman.com) of Edwards-Pitman Environmental, Inc.; archaeological resource concerns, including cemetery and other human burials, can be addressed to Eric Anthony Duff (404-631-1071 or eduff@dot.ga.gov) of the Department's Office of Environmental Services. Questions concerning general design or location issues may be addressed to Shawn Reese (678-969-2457 or shawn.reese@parsons.com) of Parsons. We appreciate your assistance in this matter.



HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
ACTING DIVISION DIRECTOR

MEMORANDUM

TO: Glenn S. Bowman
State Environmental Administrator
Office of Environmental Services
Georgia Department of Transportation
Attn: Sandy Lawrence

FROM: Amanda Schraner *AS*
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

**Project Title: P.I. #0009156 & 0009157; CSNHS-0009-00(156)(157)
Add Middle Lane/Widen I-75, between I-675 and SR 155, McDonough**

Project Number: HP-100121-005

County: Henry

DATE: January 27, 2010

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ALS:mav

cc: Grant Hudson, Edwards-Pitman Environmental, Inc.

SEP 24 2010

RECEIVED

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

SEP 24 2010

RECEIVED

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #s 0009156 and 0009157

OFFICE Environmental Services

DATE September 22, 2010

FROM Madeline L. White

TO Files

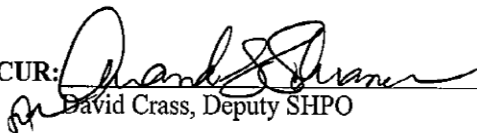
SUBJECT GDOT Projects CSNHS-0009-00(156) and CSNHS-0009-00(157); Henry County;
P.I. #s 0009156 and 0009157 and HP #100121-005;
Historic Resources Survey Report.

Attached is the Historic Resources Survey Report prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. This document describes the Department's efforts to identify historic properties located within the proposed projects' area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places.

MLW/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)
David Crass, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment
Willard Steele, Seminole Tribe of Florida, w/attachment

CONCUR:


David Crass, Deputy SHPO

DATE:

9/24/10

cc: Bobby Dollar, GDOT NEPA
Grant Hudson, Edwards-Pitman Environmental, Inc.

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Addendum to Phase I Survey of the Proposed Improvements to I-75 from SR155 to SR138, Henry

Report Title: County, Georgia

Prime Consultant: Parsons Transportation Group

Sub Consultant: Edwards-Pitman Environmental, Inc.

GDOT Project No.: CSNHS-0009-00(156)(157) P.I. No.: 0009156 & 0009157

GA SHPO HP#: 100121-005

Draft Report Submitted on: 10 / 20 / 2010

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Henry

USGS Quadrangle(s):

Stockbridge, GA; Jonesboro, GA; McDonough, GA; Hampton, GA; UTM Zone 16

Project Description:

Please see attached sheet.

After receiving changes to the project description, a new short form for the project was necessary. The project includes minimal changes within the previously surveyed areas and no additional work was required.

Area of Potential Effect (APE):

The APE for the project includes everything within the proposed construction project length and within the maximum extent of the existing right-of-way as described in the attached project description.

The project consists of locations within previously surveyed areas and no additional fieldwork was required. These previous surveys were conducted under P.I. Nos. 0003167 and 0003436 (Blackwelder 2009) and the original survey for this project (Quirk 2009 and 2010). For additional information please see Previous Survey information below.

SURVEY CONDITIONS

Soil Descriptions:

Today, the project area soils are best described as Urban Land.

Topography:

Formerly, ridgetops and sideslopes. The natural topography has been modified by grading and construction (road, residences, etc.) activities.

Land Use/Vegetation/Ground Cover:

The project area is highly developed. The highway corridor exhibits multiple areas of seeded grass embankments and exposed subsoil.

Survey Limitations and Disturbance(s):

Road, concrete culverts, and embankment construction. Grading and landscaping are extensive throughout the project as well.

Survey Methods:

The APE of the project was visually inspected and recorded in field notes. Shovel tests for the revised APE were not conducted as the area had been surveyed during P.I. Nos. 0003167 and 0003436.

No. of STs: 0 No. of Transects: N/A

- ☒ This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
☐ This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:

Please see attached sheet.

Previous Surveys:

Please see attached sheet.

Ref:

Please see attached sheet.

ATTACHMENT CHECKLIST

- ☒ 1. Project Location Map
☒ 2. USGS Topographic Map
☒ 3. References Cited
☒ 4. VITA
☒ 5. Photograph(s)

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, GA 30080

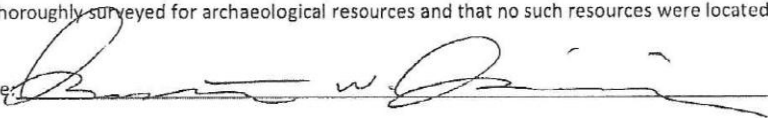
Phone No.: (770) 333-9484

Principal Investigator: Garrett W. Silliman

Project Archaeologist: Alana Hise

CONSULTANT CERTIFICATION

I, the Principal Investigator: Garrett W. Silliman do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project CSNHS-0009-00(156)(157) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: 

Comments:

Please see attached sheet.

REVIEW

GDOT Archaeologist: 

Date: 10 / 26 / 10

Comments:

Draft Accepted as Final ☐

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

Cc: Dr. David Crass, Director and Deputy SHPO
Mr. Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)
Poarch Band of Creek Indians, Seminole Tribe of Florida



NOTIFICATION

Initiation of Section 106 Process for GDOT Projects CSNHS-0009-00(156) & CSNHS-0009-00(157),

Henry and Clayton Counties

P.I. Nos. 0009156 & 0009157

HP No. 100121-005

March 17, 2011

The Georgia Department of Transportation (Department) is in the beginning stages of project development for these proposed transportation projects. In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of these undertakings, the proposed projects have the potential to cause effects to historic properties if any such properties exist in the project areas. The Department is attempting to identify historic properties already listed in the National Register of Historic Places (NRHP) and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effects (APE) of the proposed projects.

The proposed projects were originally located entirely within Henry County. Due to revisions to the proposed projects, they are now located within Henry and Clayton Counties. The purpose of this Notification letter is to identify potential consulting parties within Clayton County and to invite them to participate in the Section 106 process for these proposed projects.

Originally, the proposed projects involved the addition of one lane within the existing median for both southbound and northbound I-75 in Henry County making the existing six-lane roadway an eight-lane through facility. The section proposed would not preclude the additional lanes from being "managed" by a HOV/HOT type system. The proposed projects would begin at the I-75 bridge over SR 155 and would end approximately 600' north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) just at the Henry/Clayton County line, for a total length of 12.24 miles. The limits of the projects were determined from the logical expansion of the existing facility as originally envisioned to transition from a rural section to an urban section of interstate with a median barrier. The proposed pavement types would match existing asphalt and concrete sections of the corridor and provide paved inside shoulders. Existing guardrail and overhead signs along the corridor would be removed and replaced as necessary along with construction of sound barriers as determined by noise studies. No additional right-of-way (ROW) would be required.

The replacement of the existing Walt Stephens Road (CR 660) bridge over I-75 and the widening of the existing northbound I-75 bridge over Flippen Road (CR 165) are not components of these

projects and those activities will be addressed under the Section 106 compliance for Project P.I. No. 0010126.

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if any such properties exist. Based on the nature and the scope of the undertaking, the guidance in the *GDOT/FHWA Cultural Resources Survey Guidelines* and past experience with similar projects, the Department has evaluated and defined the APE for these proposed projects. Because of the nature and scope of the undertakings, the area of potential direct effects consists of the existing ROW of the proposed projects, within which all construction and ground disturbing activity would be confined, and includes all properties adjacent to the I-75 ROW. While many of these properties are screened by dense vegetation and the inside widening of I-75 and possible noise wall construction may not be visible, due to the potential for noise effects these properties were included in the APE.

Existing information on previously identified historic properties was checked to determine if any are located within the APE of these undertakings. This review included NRHP listed properties, proposed NRHP nominations, National Historic Landmarks and the updated Georgia Historic Bridge Survey (GHBS). The GADNR Henry County survey dated 2007 was consulted. The state archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the APE. Also topographic maps and aerial photography were reviewed to identify areas of high archaeological site potential within the APE.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia State Historic Preservation Office (GASHPO), other potential consulting parties were identified based on the nature of the undertaking and the guidance in the *GDOT/FHWA Cultural Resource Survey Guidelines*. The other potential consulting parties invited to participate in the Section 106 process were the Atlanta Regional Commission and the Henry County Board of Commissioners. These consulting parties were informed of our efforts to locate previously identified historic properties and the results of those efforts and were asked to provide information on any unidentified NRHP listed or potentially eligible historic properties within the proposed projects' APE by a Notification dated January 20, 2010. A response to the invitation to become a consulting party in the Section 106 process was received from the GASHPO by a memorandum dated January 27, 2010.

Finally, after reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE of the proposed projects to identify any historic properties or archaeological sites eligible for listing in the NRHP. The results of the field surveys and background research were summarized in a Historic Resources Survey Report and an Archaeological Assessment. That report was provided to all consulting parties participating in the Section 106 process for review and comment.

As a result of these identification efforts, one NRHP eligible historic property was identified within the proposed projects' APE. This historic property is the Horseshoe Farm. No NRHP listed or eligible archaeological sites were identified. The Historic Resources Survey Report was

submitted to the GASHPO and FHWA on September 10, 2010. The Archaeological Assessment was submitted to the GASHPO and FHWA on October 20, 2010. In accordance with 36 CFR 800.4(c)(2), the Horseshoe Farm was considered eligible for listing in the NRHP by the FHWA and the GASHPO.

Since this time, the proposed projects have been revised to include two managed lane alternatives along I-75 from SR 155 to SR 138 in Henry and Clayton Counties. The concurrent lane alternative would construct two new travel lanes, one in each direction, within the existing median of I-75. The other managed lane alternative would construct a reversible lane system. The project limits vary slightly from the project limits for the concurrent lane alternative. Specifically, the reversible lane alternative would extend to SR 138 along I-675, rather than I-75. Also, the existing Mt. Carmel Road bridge over I-75 would be replaced. A more detailed project description is provided below. The preferred alternative for these projects will be chosen later in the environmental process.

The Georgia Department of Transportation Projects CSNHS-0009-00(156) and CSNHS-0009-00(157) involve the construction of a reversible barrier separated managed lane system along southbound I-75 in Henry County and Clayton County (see Figures 1A-1C). The projects begin at the I-75 bridge over SR 155 and end approximately 600' north of the I-75 southbound off ramp to SR 138 at the Henry/Clayton County line and at SR 138 on I-675 in Clayton County, for a total length of 12.24 miles. From SR 155 to just south of Mt. Carmel Road the managed lane system will consist of one reversible lane and transition to two reversible lanes at this location. To accommodate the reversible lanes, widening of the general purpose lanes southbound approximately 19' to 31' will be required. Additional proposed improvements include the replacement of the existing Mt. Carmel Road bridge with a new two-span bridge with dimensions of 55.25' by 287' that provides connection to the managed lanes and construction of a new single span 67.75' by 246' bridge over I-75 southbound lanes to provide a dedicated connection to I-675. The proposed pavement types will match existing asphalt and concrete sections of the corridor and provide paved inside and outside shoulders. Existing guardrail and overhead signs along the corridor will be removed and replaced as necessary along with construction of sound barriers as determined by noise studies. Retaining walls will be constructed along I-75 to minimize right of way impacts.

Because of the nature and scope of the undertakings in Clayton County, the APE would consist of the proposed ROW, within which all construction and ground disturbing activity would be confined, and would include all properties within the view shed of the proposed projects.

Since the proposed projects now stretch into Clayton County, Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Department, in consultation with the GASHPO, to identify potential consulting parties within Clayton County and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to encourage public participation in this process and it serves as your invitation to participate as a consulting party in the Section 106 process for these projects.

A written request to become a consulting party for cultural resources for these projects should be directed to:

Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway
Suite 200
Smyrna, Georgia 30080

Attn: Grant D. Hudson

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification numbers (**P.I. Nos. 0009156 and 0009157**) in your response. The potential consulting parties in Clayton County identified and invited to participate in the Section 106 process for these projects are the Clayton County Board of Commissioners, the GASHPO, and Historical Jonesboro-Clayton County. If you are aware of other organizations or individuals interested in cultural resources in the project areas not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration, in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Alabama-Coushatta Tribe of Texas, Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida, and the Thlopthlocco Tribal Town. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Jim Pomfret, the Department's Native American liaison, at the above address.

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of these undertakings within Clayton County. This review of existing information revealed that no properties listed in or nominated for listing in the NRHP, no National Historic Landmarks and no bridges determined eligible for inclusion in the NRHP in the updated GHBS are located within the proposed projects' APE. No properties 50 years old or older were identified within the proposed projects' APE in the 1977 Department of Natural Resources (DNR) Clayton County Survey County.

Even though no properties 50 years old or older were identified within the APE in the 1977 DNR Clayton County Survey, because of the age of the survey, the proposed projects will be field surveyed for both historic properties and archaeological sites and the Criteria of Eligibility will be applied to any identified properties in consultation with the GASHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the NRHP or that could be eligible for listing in the NRHP that are not identified in this Notification letter. In accordance with Section 106 of the National Historic Preservation Act, the Department will assess project effects to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce an Assessment of Effects report. This document

will be provided to all consulting parties for comment when completed. The Department also wishes to know of any past, present or future local developments or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic structures as they relate to the proposed projects.

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed projects will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Grant D. Hudson (770-333-9484 or ghudson@edwards-pitman.com); archaeological resource concerns, including cemetery and other human burials, can be addressed to Jim Pomfret (404-631-1256 or jpomfret@dot.ga.gov) of this office. Questions concerning general design or location issues may be addressed to Kevin McKeen (678-969-2457 or kevin.mckeen@parsons.com) of Parsons.



HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

MEMORANDUM

TO: Glenn S. Bowman
State Environmental Administrator
Office of Environmental Services
Georgia Department of Transportation
Attn: Sandy Lawrence

FROM: Amanda Schraner *MS*
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: PI 0009156 & 0009157
Add Middle Lane/Widen I-75 between I-675 and SR 155,
McDonough

Project Number: HP-100121-005

County: Henry and Clayton

DATE: March 23, 2011

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ALS:ebp

cc: Grant Hudson, Edwards-Pitman Environmental, Inc.



HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

August 24, 2011

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, Georgia 30308

Attn: Madeline White

**RE: Add Middle Lane/Widen I-75, between I-675 & SR 155 McDonough
GDOT Project CSNHS-0009-00(156)(157); PI# 0009156/0009157
Henry County, et al., Georgia
HP-100121-005**

Dear Mr. Bowman:

The Historic Preservation Division (HPD) has received the documentation for the above-referenced project. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with the provisions of Section 106 of the National Historic Preservation Act, as amended.

Based on the information provided in the August, 2011 Assessment of Effects document prepared by Edwards-Pitman Environmental, HPD concurs with GDOT's determination that the proposed project will have **no adverse effect** on the Horseshoe Farm, as defined in 36 CFR Part 800.5(d)(1).

If we may be of further assistance, please contact Amanda Schraner, Transportation Projects Coordinator, at (404) 463-6687 or Amanda.Schraner@dnr.state.ga.us.

Sincerely,

Richard Cloues
Deputy State Historic Preservation Officer

RC:als

cc: Rodney N. Barry, P.E., FHWA, (Attn: Chetna Dixon)
Allison Duncan, ARC

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Third Addendum to the Phase I Survey of the Proposed Improvements to I-75 from SR 155 to SR

Report Title: 138, Henry and Clayton Counties, Georgia

Prime Consultant: Parsons Transportation Group

Sub Consultant: Edwards-Pitman Environmental, Inc.

GDOT Project No.: CSNHS-0009-00(156) and (157)

P.I. No.: 0009156 and 0009157

GA SHPO HP#: 100121-005

Draft Report Submitted on: 12 / 9 / 11

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Henry

USGS Quadrangle(s):

McDonough, GA (1981) UTM Zone 16N

Project Description:

Please see the attached sheet.

Area of Potential Effect (APE):

The APE for the project includes everything within the proposed construction project length and within the maximum extent of the existing and required ROW as described on a separate sheet.

SURVEY CONDITIONS

Soil Descriptions:

Please see attached the sheet.

Topography:

The northern portion of the survey area, south of Jonesboro Road, consists of a lowland and floodplain. This is also the case for the southern portion, east of I-75. The mid-portion of the survey area is located on gentle side slopes.

Land Use/Vegetation/Ground Cover:

The northernmost portion of the survey area is located on Jonesboro Road and is heavily developed. The southernmost portion of the survey area consists of I-75. The mid-portions of the survey area contain young and mature hardwoods and pines, and scrub brush.

Survey Limitations and Disturbance(s):

Survey limitations and disturbances include paved areas, utility corridors, commercial development, and inundated areas. The mid-portion of the survey area has been heavily terraced by previous agricultural activities.

Survey Methods:

The archaeological field survey was accomplished by pedestrian coverage of the proposed APE. Conditions in the project area were described in field notes and photographed with a digital camera. Shovel tests were not excavated in disturbed, wet or inundated areas, or in areas of excessive slope. Systematic shovel tests were placed at 30-meter intervals. A total of 49 shovel tests were excavated throughout the survey area.

No. of STs: 49 No. of Transects: 5

- ☒ This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
☐ This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:

Please see the attached sheet.

Previous Surveys:

Please see the attached sheet.

Ref:

Please see the attached sheet.

ATTACHMENT CHECKLIST

- | | |
|---|---|
| <input checked="" type="checkbox"/> 1. Project Location Map | <input checked="" type="checkbox"/> 2. USGS Topographic Map |
| <input checked="" type="checkbox"/> 3. References Cited | <input checked="" type="checkbox"/> 4. VITA |
| <input checked="" type="checkbox"/> 5. Photograph(s) | <input checked="" type="checkbox"/> 6. Field Notes |

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, Georgia 30080

Phone No.: (770) 333-9484

Principal Investigator: Lynn Marie Pietak, Ph.D

Project Archaeologist: Alana Hise

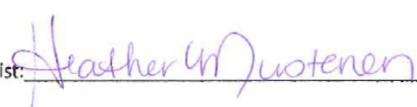
CONSULTANT CERTIFICATION

I, the Principal Investigator: Lynn Marie Pietak, Ph.D do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project CSNHS-0009-00(156) and (157) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: 

Comments:

REVIEW

GDOT Archaeologist:  Date: 01 / 04 / 2012

Comments:

Draft Accepted as Final ☐

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

Cc: Dr. David Crass, Director and Deputy SHPO
Mr. Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)
Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

Georgia DNR Office of
Historic Preservation Division

FEB 16 2012

RECEIVED

FILE P.I. #s 0009156 and 0009157

OFFICE Environmental Services

DATE February 14, 2012

FROM Madeline L. White

TO Files

SUBJECT GDOT Projects CSNHS-0009-00(156) and CSNHS-0009-00(157);
Henry and Clayton Counties; P.I. #s 0009156 and 0009157; and HP #100121-005:
Addendum to Approved Historic Resources Survey Report.

Attached is the Addendum to Approved Historic Resources Survey Report prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. This document describes the Department's efforts to identify historic properties located within the proposed projects' area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places.

MLW/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)
David Crass, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment

CONCUR:


David Crass, Deputy SHPO

DATE:

2/27/12

cc: Bobby Dollar, GDOT NEPA
Grant Hudson, Edwards-Pitman Environmental, Inc.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I.#s 0009156 and 0009157

OFFICE Environmental Services

DATE April 25, 2012

FROM Madeline L. White

TO Files

SUBJECT GDOT Projects CSNHS-0009-00(156)(157), Henry County,
P.I. #s 0009156 and 0009157; HP #100121-005:
Project Reevaluation Memo to File

Attached is the Project Reevaluation Memo to File, prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. The projects were reevaluated due to several design changes. Since there is no change to the original effects determination to the National Register eligible Horseshoe Farm, and the changes have resulted in the removal of the National Register eligible Brannan Farm and Rowan House from the proposed projects' area of potential effects, the Department agrees that no further documentation under Section 106 is required and the memo is distributed to the Georgia SHPO and FHWA their project file.

MLW/

cc: David Crass, Deputy SHPO, w/attachment

Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)

Steve Price, GDOT NEPA

Grant Hudson, Edwards-Pitman Environmental, Inc.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I.#s 0009156 and 0009157

OFFICE Environmental Services

DATE August 16, 2012

FROM Madeline L. White

TO Files

SUBJECT GDOT Projects CSNHS-0009-00(156)(157), Henry County,
P.I. #s 0009156 and 0009157; HP #100121-005:
Project Reevaluation Memo to File

Attached is the Project Reevaluation Memo to File, prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects. The projects were reevaluated due to several design changes. Since there is no change to the original effects determination to the National Register eligible Horseshoe Farm, and the changes occurred within the original Area of Potential Effects, the Department agrees that no further documentation under Section 106 is required and the memo is distributed to the Georgia SHPO and FHWA their project file.

MLW/

cc: David Crass, Deputy SHPO, w/attachment

Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Chetna Dixon)

Bobby Dollar, GDOT NEPA

Grant Hudson, Edwards-Pitman Environmental, Inc.

GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Fourth Addendum to the Phase I Survey of the Proposed Improvements to I-75 from SR 155 to SR 138, Henry and Clayton Counties, Georgia

Report Title: _____

Prime Consultant: Parsons Transportation Group _____

Sub Consultant: Edwards-Pitman Environmental, Inc. _____

GDOT Project No.: CSNHS-0009-00(156) and (157) P.I. No.: 0009156 and 0009157 _____

GA SHPO HP#: 100121-005 _____

Draft Report Submitted on: 8 / 7 / 12 _____

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies):

Clayton and Henry

USGS Quadrangle(s):

McDonough (1981), Stockbridge (1982); Jonesboro (1995) GA; UTM Zone 16

Project Description:

Please see the attached sheet.

Area of Potential Effect (APE):

The APE for the project includes everything within the proposed construction project length and within the maximum extent of the existing and required ROW as described on a separate sheet.

SURVEY CONDITIONS**Soil Descriptions:**

Please see the attached sheet.

Topography:

The project areas consist of ridges, gentle to steep side slopes, lowlands, and floodplains. Urban development has greatly modified all project areas and the original topography no longer exists in many places.

Land Use/Vegetation/Ground Cover:

Please see the attached sheet.

Survey Limitations and Disturbance(s):

Survey limitations and disturbances include paved areas, utility corridors, and commercial development. All portions of the current project areas contain heavy disturbances from road construction.

Survey Methods:

Please see the attached sheet.

No. of STs: 573 No. of Transects: 12

- ☒ This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
- ☒ This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH**Previously Recorded Sites:**

Please see the attached sheet.

Previous Surveys:

Please see the attached sheet.

Ref:

Please see the attached sheet.

ATTACHMENT CHECKLIST

- | | |
|---|---|
| <input checked="" type="checkbox"/> 1. Project Location Map | <input checked="" type="checkbox"/> 2. USGS Topographic Map |
| <input checked="" type="checkbox"/> 3. References Cited | <input checked="" type="checkbox"/> 4. VITA |
| <input checked="" type="checkbox"/> 5. Photograph(s) | <input checked="" type="checkbox"/> 6. Field Notes |

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, Georgia 30080

Phone No.: (770) 333-9484

Principal Investigator: Lynn Marie Pietak, Ph.D

Project Archaeologist: Alana Hise

CONSULTANT CERTIFICATION

I, the Principal Investigator: Lynn Marie Pietak, Ph.D do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project CSNHS-0009-00(156) and (157) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: _____

Lynn Pietak

Comments:

REVIEW

GDOT Archaeologist: _____

Heather W. Justinen

Date: _____

9 / 28 / 12

Comments:

Draft Accepted as Final ☒

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

Cc: Dr. David Crass, Director and Deputy SHPO
Mr. Rodney Barry, P.E., FHWA (Attn: Chetna Dixon)
Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Tribe of Florida

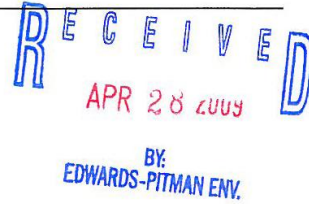
United States Department of Agriculture



Natural Resources Conservation Service
355 East Hancock Avenue
Athens, GA 30601

April 23, 2009

Susan L. Thomas
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, GA 30080



**Re: Early Coordination Request for Projects MSL-0003-00(167) & MSL-0003-00(436),
Widen I-75, Henry & Clayton Counties, PI#'s 0003167 & 0003436**

Dear Ms. Thomas:

This letter is in reference to your request for information on the possible impacts the proposed road widening project may have on land use, conservation, water quality and other general environmental concerns that may be of interest to our agency. The following outlines our concerns with the proposed project with regards to farmland protection, and Natural Resources Conservation Service (NRCS) watershed dams and project easements.

Farmland Protection

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land uses, but not water or urban built-up land. It should be noted that the FPPA does not authorize the Federal Government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners.

NRCS uses a Land Evaluation and Site Assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. It is our understanding that the proposed project involves federal funds or assistance, and thus would be subject to this assessment. Please note, FPPA considers indirect as well as direct conversion. The acres directly converted will be the project area. An indirect conversion includes acres not being converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access, or acres planned to receive services from an infrastructure project. Areas planned for direct or indirect conversion should be indicated on

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Thomas
Page 2

plans or maps included in the packet of materials for the project. This project is exempt from this assessment – it does not convert farmland. You need take no further action for FPPA purposes.

NRCS Watershed Dams

More than 50 years ago, the U.S. Department of Agriculture was authorized by Congress to help local communities with flood control and watershed protection through the Watershed Program (PL-534 Flood Control Act of 1944 and PL-566 Watershed Protection and Flood Prevention Act). As a result, local communities, with NRCS assistance, have constructed over 11,000 dams in 47 states since 1948. These dams were originally constructed for protection of farmlands from flooding impacts. In 2000, PL-566 was amended to provide NRCS authorization to assist communities with rehabilitation of their aging dams. The legislation authorizes NRCS to work with local communities and watershed project sponsors to address public health and safety concerns and potential environmental impacts of aging dams.

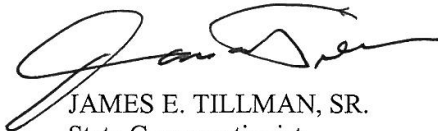
We have reviewed our records and have determined that there are no NRCS Watershed dams downstream or in the vicinity of this project.

NRCS Easements

NRCS easements relate to our Wetland Reserve Program and the Farm and Ranch Land Protection Program. We have reviewed our records and have determined that there are no such easements within the vicinity of the proposed project that would be impacted.

NRCS appreciates this opportunity to comment. If you have questions or need any additional information, please contact Dan Wallace of my staff at (706) 546-2244.

Sincerely,



JAMES E. TILLMAN, SR.
State Conservationist

cc: Michael Watson, Assistant State Conservationist (FO), NRCS, Griffin, GA
Valerie Pickard, Acting District Conservationist, NRCS, McDonough, GA
Dan Wallace, State Resource Inventory Coordinator, NRCS, Athens, GA

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Thursday, June 09, 2011 10:24 AM

To: Chamblin, Douglas; Westberry, Lisa; Pete.Pattavina@fws.gov; Williams, Rich

Cc: Chetna.Dixon@dot.gov

Subject: No Effect Determination- GDOT Project CSNHS-0009-00(156)(157), PI 0009156 & 0009157, Clayton and Henry Counties

Based on the information presented in the March 2011 Ecology Assessment, FHWA has determined that the proposed action would have no effect on federally threatened or endangered species in Clayton and Henry Counties. The proposed project would not result in a take under the Bald and Golden Eagle Act. If you have any comments or questions, please advise.

Thanks-

Chetna P. Dixon

Environmental Coordinator

FHWA-GA Division

61 Forsyth Street, Suite 17T100

Atlanta, GA 30303

404.562.3655 (phone)

404.562.3703 (fax)

email: Chetna.Dixon@dot.gov



Please consider the environment before printing this e-mail

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Thursday, June 09, 2011 10:30 AM

To: Chamblin, Douglas; Westberry, Lisa; Pete.Pattavina@fws.gov; Williams, Rich

Cc: Chetna.Dixon@dot.gov

Subject: Request to Initiate FWCA Coordination: GDOT Project CSNHS-0009-00(156)(157), PI 0009156 & 0009157-Henry and Clayton Counties (Stream 24)

The subject project is described in GDOT's correspondence and the Ecology Assessment transmitted under cover letter dated April 28, 2011. The proposed project involves the construction of a reversible barrier separated managed lane system along southbound I-75. The proposed project begins at SR 166 and ends approximately 600 feet north of the SB off ramp to SR 138. The total length of proposed project is 12.24 miles.

The project would result in impacts to Stream 24, an unnamed tributary of Reeves Creek (Stream 23). Stream 24 is a fully impaired intermittent stream. The stream is located within the median one mile southeast of I-75 underpass on Stockbridge Road (SR 138). The maintained ROW existing beyond the vegetative buffer of Stream 24. The proposed project would place the stream in a new culvert. Approximately 50 linear feet (0.005 acre) would result in permanent impacts by the proposed project. Due to the placement of an open reach of the stream into a new culvert, consultation with USFWS is required for Stream 24. The proposed work would temporarily encroach (associated with clearing of vegetation) upon approximately 550 linear feet (0.631 acre or 27,500 square feet) of vegetative buffer along the left and right downstream bank of Stream 24. A stream buffer variance would be required for Stream 24.

The total amount of impacts to intermittent streams would be approximately 75 linear feet (0.007 acre). The total amount of impacts to perennial and intermittent streams along the proposed project corridor would be approximately 395 linear feet (0.135 acre). The total amount of compensatory perennial and intermittent stream mitigation would be required for the construction of the proposed project is 1,348 credits.

We believe that the impacts to Stream 24 are unavoidable and that the mitigation proposed is adequate to compensate for these impacts. We request your concurrence with this determination. If you require additional information, please advise.

Thanks-

Chetna P. Dixon

Environmental Coordinator

FHWA-GA Division

61 Forsyth Street, Suite 17T100

Atlanta, GA 30303

404.562.3655 (phone)

404.562.3703 (fax)

email: Chetna.Dixon@dot.gov



United States Department of the Interior

Fish and Wildlife Service
105 Westpark Drive, Suite D
Athens, Georgia 30606

West Georgia Sub Office
P.O. Box 52560
Ft. Benning, Georgia 31995-2560

JUL 01 2011

Coastal Sub Office
4980 Wildlife Drive
Townsend, Georgia 31331

Mr. Rodney Barry, P.E.
Division Administrator
Federal Highway Administration, Georgia Division
61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303
ATTN: Ms. Chetna Dixon

RE: USFWS Log# 41460-2011-CPA-0844, GDOT P.I. # 0009156/0009157

Dear Mr. Barry:

Thank you for your June 09, 2011, electronic mail regarding Georgia Department of Transportation (GDOT) project CSNHS-0009-00(156)(157). We submit the following comments under provisions of the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et. seq.*).

The referenced project proposes to construct a reversible, barrier-separated managed lane system along southbound Interstate 75, in Henry and Clayton Counties, Georgia. As a result of project implementation, approximately 395 linear feet of stream channel would realize permanent impacts, as detailed in GDOT's April 28, 2011, consultation package.

GDOT investigated options to minimize and avoid impacts to streams along the project corridor. However, design constraints limited further minimization and avoidance of stream resources. GDOT proposes to compensate for impacts with the acquisition of mitigation credits from an approved mitigation bank.

We concur with your determination, that impacts to streams are unavoidable and necessary to implement the proposed project. GDOT's mitigation proposal satisfies your agency's responsibilities under FWCA. No additional compensation is necessary.

If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

Sandra S. Tucker
Field Supervisor

cc: Doug Chamblin, GDOT
file

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

August 22, 2011

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303-3104
ATTN: Chetna Dixon

Re: Transmittal of Addendum to Assessment of Ecological Resources Report.
GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties, P.I. Nos. 0009156 & 0009157.
Interstate 75 Managed Lanes

Dear Mr. Barry:

Georgia Department of Transportation (GDOT) Project CSNHS-0009-00(156)(157) proposes to construct new lanes along Interstate 75 (I-75) in Henry and Clayton Counties, Georgia. The proposed project involves the construction of a reversible barrier-separated managed lane system along southbound I-75. The new lane construction portion of the project begins at the I-75 bridge over State Route (SR) 155 and ends approximately 600 feet north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) at the Henry/Clayton County line and at SR 138 on I-675 in Clayton County, for a total length of 12.24 miles. From SR 155 to just south of Mt. Carmel Road, the managed lane system will consist of one reversible lane and transition to two reversible lanes at this location. To accommodate the reversible lanes, widening of the general purpose lanes southbound approximately 19 to 31 feet +/- will be required. Additional proposed improvements include the replacement of the existing Mt. Carmel Road bridge with a new two span bridge with dimensions of 55.25 feet by 287 feet that provides connection to the managed lanes and construction of a new single span 67.75 feet by 246 feet bridge over I-75 southbound lanes to provide a dedicated connection to I-675.

The purpose of the addendum is to document changes to the project description. Changes to the project description since the April 2011 Ecology Assessment include the selection of the reversible lane system as the preferred alternative; the addition of intersection improvements at Mt. Carmel Road and Jonesboro Road and Mt. Carmel Road and Mill Road; and the addition of Intelligent Transportation System (ITS) equipment along I-75 and I-675.

There have been no changes in proposed impacts to ecological resources since the transmittal of the Ecology Resource Survey and Assessment of Effects Report (April 28, 2011).

- Construction of the proposed project would impact eight jurisdictional perennial streams, two jurisdictional intermittent streams, three jurisdictional wetlands, and three non-jurisdictional ephemeral streams.
- Project impacts would amount to 395 linear feet (0.135 acre) of jurisdictional streams, 0.306 acre of jurisdictional wetlands, and 110 linear feet (0.013 acre) of non-jurisdictional ephemeral streams.
- No jurisdictional open waters would be impacted by the proposed project.
- A total of 1,348 compensatory perennial and intermittent stream mitigation credits and 2.2 compensatory wetland mitigation credits would be required for construction of the proposed project. These credits will be obtained from an approved U.S. Army Corps of Engineers (USACE) mitigation bank that serves Hydrologic Unit Code (HUC) 03070103 (upper Ocmulgee River basin).
- The proposed project would not impact essential fish habitat or critical habitat for protected species.
- Construction of the proposed project would have minimal effect on neotropical/migratory bird species.

- The proposed project would not result in a “take”, as defined under the Bald and Golden Eagle Protection Act, and there would be no effect to federally or state protected species.

This report is being transmitted for your information and file. Your office concurred with the listed biological determinations in an email dated June 9, 2011, and Fish and Wildlife Coordination Act concurrence was received from the U.S. Fish and Wildlife Service in a letter dated July 1, 2011. If you should have any questions or need additional information, feel free to contact Ryan Fowler at (407) 806-4582 (ryan.fowler@atkinsglobal.com) or Doug Chamblin at (404) 631-1447 (dchamblin@dot.ga.gov).

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/rkf
Attachment

cc: Pete Pattavina, USFWS (with attachment)
Mike Dover, GDOT Project Manager
Eugene Hopkins, GDOT ECB
Jonathan Cox, GDOT NEPA

Georgia Department of Natural Resources

Environmental Protection Division, Watershed Protection Branch
4220 International Parkway, Suite 101, Atlanta, Georgia 30354

Reply To:
NonPoint Source Program
404/675-6240

Linda MacGregor, P.E., Branch Chief
404/675-6232
FAX: 404/675-6245

February 14, 2012

Mr. Glenn Bowman
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308
Attention: Doug Chamblin

Re: State Waters Determination
GDOT PI #0009156
Henry/Clayton County

Dear Mr. Bowman:

A site visit was conducted on January 19, 2012 by the Georgia Environmental Protection Division (EPD) to determine if state waters that require an undisturbed buffer were present. In attendance were Casey Glen (Edwards Pitman Environmental, Inc.) and Dewey Richardson (EPD). Based upon the site inspection, the EPD has determined the following:

- (1) State waters identified as Ephemeral Stream 7, does not exhibit evidence of being at least an intermittent stream. The feature has a poorly defined channel and does not exhibit evidence of a base flow, a clear point of wrested vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (2) State waters identified as Detention Basin 7a, has an outflow but does not exhibit evidence of a normal pool elevation or wrested vegetation. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (3) State waters identified as Ephemeral Stream 11, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow, a clear point of wrested vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

Mr. Glenn Bowman
Page 2
February 14, 2012

- (4) State waters identified as Ephemeral Stream 11a, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow, a clear point of wrested vegetation or hydric soils. The feature has fibrous roots and rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

The EPD reserves the right to change this determination if additional information is obtained during a later site inspection or if site conditions have changed.

This letter does not relieve you from obtaining any other permits that would be required by any other local, state, or federal agency.

If additional information is required, please do not hesitate to contact me at (478) 751-6612.

Sincerely,

A handwritten signature in blue ink that reads "Dewey Richardson". The signature is written in a cursive, flowing style.

Dewey Richardson
Environmental Specialist
Erosion and Sedimentation Control Unit

cc: Catherine Samay
Bert Langley
Daryl Williams
Casey Glen

Georgia Department of Natural Resources

Environmental Protection Division, Watershed Protection Branch
4220 International Parkway, Suite 101, Atlanta, Georgia 30354

Reply To:
NonPoint Source Program
404/675-6240

Linda MacGregor, P.E., Branch Chief
404/675-6232
FAX: 404/675-6245

February 14, 2012

Mr. Glenn Bowman
Georgia Department of Transportation
Office of Environmental Services
600 W. Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308
Attention: Doug Chamblin

Re: State Waters Determination
GDOT PI #0009157
Henry/Clayton County

Dear Mr. Bowman:

Site visits were conducted on January 19, 2012 & January 20, 2012 by the Georgia Environmental Protection Division (EPD) to determine if state waters that require an undisturbed buffer were present. In attendance were Casey Glen (Edwards Pitman Environmental, Inc.) and Dewey Richardson (EPD). Based upon the site inspection, the EPD has determined the following:

- (1) State waters identified as Stream 24, does exhibit evidence of being at least an intermittent stream upstream of the concrete channel. The reach exhibits evidence of a defined channel, base flow and wretched vegetation. As a result, the EPD has determined this section of the feature is subject to state-mandated buffer requirements. Within the concrete channel, the reach exhibits evidence of base flow and a groundwater component but no point of wretched vegetation. As a result, the EPD has determined this section of the feature is not subject to state-mandated buffer requirements.
- (2) State waters identified as Ephemeral Stream 25, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow or wretched vegetation. The feature is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

- (3) State waters identified as Ephemeral Stream 26, does not exhibit evidence of being at least an intermittent stream. While exhibiting evidence of base flow and a groundwater component, the feature resides within a concrete channel prohibiting a point of wretched vegetation. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (4) State waters identified as Ephemeral Stream 27, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow or hydric soils. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (5) State waters identified as Ephemeral Stream 27a, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel and standing pools of water. However, the feature does not exhibit evidence of a base flow, a groundwater component or hydric soils. The feature is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (6) State waters identified as Ephemeral Stream 27a-1, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow, a clear point of wretched vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (7) State waters identified as Ephemeral Stream 27b, does not exhibit evidence of being at least an intermittent stream. The feature has a poorly defined channel and does not exhibit evidence of a clear point of wretched vegetation or hydric soils. The feature has fibrous roots and rooted upland plants in the channel. While the feature exhibits flow, there is no evidence of a groundwater component. The feature scored 7.5 on the North Carolina Division of Water Quality Stream Identification Form. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

- (8) State waters identified as Ephemeral Stream 27c, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow or a clear point of wretched vegetation. The feature has rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (9) State waters identified as Ephemeral Stream 27d, does not exhibit evidence of being at least an intermittent stream. The feature does not exhibit evidence of a continuous bed and bank, base flow or a clear point of wretched vegetation. The feature has fibrous roots and rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (10) State waters identified as Ephemeral Stream 27g, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a poorly defined channel and a standing pool of water at the culvert. However, the feature does not exhibit evidence of a base flow, a clear point of wretched vegetation or hydric soils. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (11) State waters identified as Ephemeral Stream 27j, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a poorly defined channel and a low base flow. However, the feature does not exhibit evidence of a clear point of wretched vegetation. The feature scored 12 on the North Carolina Division of Water Quality Stream Identification Form. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (12) State waters identified as Stream 27n, does exhibit evidence of being at least an intermittent stream upstream of the concrete channel. The reach exhibits evidence of a defined channel, base flow and wretched vegetation. As a result, the EPD has determined this section of the feature is subject to state-mandated buffer requirements. Within the concrete channel, the reach exhibits evidence of base flow and a groundwater component but no point of wretched vegetation. As a result, the EPD has determined this section of the feature is not subject to state-mandated buffer requirements.

- (13) State waters identified as Stream 27n-1, does exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel, a base flow, a groundwater component (iron oxidizing bacteria) and wrested vegetation. As a result, the EPD has determined the feature is subject to state-mandated buffer requirements.
- (14) State waters identified as Ephemeral Stream 27o, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel that loses definition downstream. The feature does not exhibit evidence of a base flow or hydric soils. The feature has fibrous roots in the channel and is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (15) State waters identified as Ephemeral Stream 27p, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow or hydric soils. The feature has fibrous roots and rooted upland plants in the channel. The feature is more characteristic of an erosional feature. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (16) State waters identified as Ephemeral Stream 27q, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel and a standing pool of water. However, the feature does not exhibit evidence of a base flow, a continuous point of wrested vegetation or hydric soils. The feature has fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.
- (17) State waters identified as Ephemeral Stream 27r, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel. However, the feature does not exhibit evidence of a base flow or hydric soils. The feature has leaf litter, fibrous roots and rooted upland plants in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

Mr. Glenn Bowman
Page 5
February 14, 2012

- (18) State waters identified as Ephemeral Stream 27t, does not exhibit evidence of being at least an intermittent stream. The feature exhibits evidence of a defined channel that loses definition downstream and hydric indicators in the pooling area. However, the feature does not exhibit evidence of a base flow. The feature has leaf litter and fibrous roots in the channel. As a result, the EPD has determined the feature is not subject to state-mandated buffer requirements.

The EPD reserves the right to change this determination if additional information is obtained during a later site inspection or if site conditions have changed.

This letter does not relieve you from obtaining any other permits that would be required by any other local, state, or federal agency.

If additional information is required, please do not hesitate to contact me at (478) 751-6612.

Sincerely,

A handwritten signature in blue ink that reads "Dewey Richardson". The signature is written in a cursive, flowing style.

Dewey Richardson
Environmental Specialist
Erosion and Sedimentation Control Unit

cc: Catherine Samay
Bert Langley
Daryl Williams
Casey Glen



April 9, 2012

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17th Floor
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Transmittal of Addendum to Approved Ecology Resource Survey Report and Assessment of Effects Report and Subsequent Addenda and Request for Coordination under the Fish and Wildlife Coordination Act (FWCA);
GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties, P.I. Nos. 0009156 & 0009157

Dear Mr. Barry:

The purpose of this letter is to request coordination under the Fish and Wildlife Coordination Act (FWCA) for channel loss within Crittle Creek (Stream 12g). FWCA coordination for channel loss within an unnamed tributary to Reeves Creek (Stream 24) was completed previously and concurred with by USFWS on July 1, 2011 and no changes to the impacts have occurred as a result of design changes since the FWCA concurrence was received. Georgia Department of Transportation (GDOT) Project CSNHS-0009-00(156)(157) proposes to construct new lanes along Interstate 75 (I-75) in Henry and Clayton Counties, Georgia. Two build alternatives are under consideration for the proposed project: Alternative 1 – ETL, would include the construction of reversible, barrier separated electronic toll lanes (ETL) and Intelligent Transportation System (ITS) infrastructure along I-75 and I-675; Alternative 2 – HOT-3+, would include the same lane configuration and physical footprint as ETL, but would include High Occupancy Toll (HOT) lanes and ITS, with the key differences being the toll policy and physical operations of the toll collection. The proposed beginning point of the project is Mile Post (MP) 214.16, which is approximately 2.1 miles south of the I-75 Bridge over State Route (SR) 155. The proposed end point of the project is 2.1 miles north of the I-75 southbound off-ramp to SR 138/Stockbridge Highway (MP 230.00) and 2.1 miles north of SR 138/Stockbridge Highway on I-675 in Clayton County. The total project length including the ITS system would be 17.94 miles. The total amount of area encompassed by the proposed project is approximately 677 acres. Ecological impacts would not differ between the two build alternatives under consideration.

Ecological impacts have changed as a result of design changes from the addition of new connection point to Jonesboro Road (Alternative 3A), which would be included as a component of both build alternatives under consideration.

Anticipated impacts related to this project and findings of ecological resources are:

- The proposed project would impact edge dwelling neotropical/migratory bird species and Special Provision 107.23G would be implemented in order to protect birds utilizing culverts and bridges;
- FHWA concurrence was received for the no effect determinations for federally protected species in Clayton or Henry Counties on June 9, 2011;
- Project would have no effect to the federally endangered dwarf sumac (*Rhus michauxii*) or federally threatened pool sprite (*Amphianthus pusillus*); project would have no effect to the state endangered robust redhorse (*Moxostoma robustum*), state threatened Altamaha shiner (*Cyprinella xaemura*), or state rare goldstripe darter (*Etheostoma parvipinne*);
- The proposed project would not result in a "take" and would have no effect to bald eagles (*Haliaeetus leucocephalus*);
- Fourteen (14) jurisdictional perennial streams, 24 jurisdictional intermittent streams, 10 jurisdictional wetlands, one jurisdictional open water, and one jurisdictional ephemeral stream were identified within or adjacent to the project corridor;
- Eighteen (18) non-jurisdictional non-buffered state waters (NBSWs) were identified within or adjacent to the project corridor;
- The proposed project would impact 9 perennial streams and 2 intermittent streams for 525 linear feet (0.171 acre), 5 jurisdictional wetlands for 0.877 acres of permanent impacts, and would not impact any open waters or ephemeral streams;
- The project would impact three NBSWs for a total of 110 linear feet (0.013 acre);
- The project would require 1,972 stream and 6.3 wetland/open water mitigation credits from a bank which serves HUC 03070103;
- The project would impact 550 linear feet (27,500 square feet) of Stream 24's vegetative buffer. A stream buffer variance would be required for the project under Criteria 2(a); and
- US Fish and Wildlife Service (USFWS) FWCA concurrence for Stream 24 was obtained on July 1, 2011.

FWCA concurrence is being requested for Stream 12g, which is located in the additional area surveyed for Alternative 3A.

Stream 12g

Stream 12g, Crittle Creek, is a fully impaired perennial stream with a substrate of silt, sand, gravel, pebble, and cobble. Crittle Creek crosses the project corridor in several locations; however this reach, identified as Stream 12g, is located between 0.1 and 0.2 mile east of the I-75 northbound off-ramp to SR 920/Jonesboro Rd and south of SR 920/Jonesboro Rd. The stream traverses an area of hardwood forest. The depth of the water in the channel was 1-3 ft. Water clarity showed moderate turbidity. Channel width is from 6-12 ft, and depth is 2-4 ft. The bankfull width of the stream varies from 6-12 ft, and the depth from 2-4 ft. The stream has a medium quality riparian buffer that extends greater than 50 ft from each bank, dominated by black willow, sweetgum, red maple, loblolly pine, sensitive fern, giant cane, soft rush, arrowhead and Chinese privet. The channel displays little to no sinuosity, and the moderately stable stream banks are near vertical for much of the reach. The stream channel has been straightened via ditching. Stream 12g receives surface runoff from the hardwood forest and maintained ROW associated with SR 920/Jonesboro Rd. This stream is not listed as a 2010 Georgia 303(d) stream, and it is not a direct tributary of a listed stream. Stream 12g does not provide any potential habitat for protected species. This stream is considered to be fully impaired due to the streambed straightening, vertical stream banks, presence of invasive species, and culvert crossing (located just outside of the survey area). Within the study area, there are no existing structures. Located immediately outside of the study area, the stream flows through a triple box culvert. Stream 12g would be permanently impacted for 130 linear ft due to the addition of a culvert. A stream buffer variance would not be required for Stream 12g. The culvert would be required to be embedded a minimum of 20% of the diameter of the culvert to accommodate fish passage.

Due to the fixed tie in point at an existing intersection and the linear nature of Stream 12g, no avoidance alternative exists for the proposed project in the vicinity of Stream 12g.

The consultant used the most current listings of threatened and endangered species during the ecological surveys. The Department respectfully requests your concurrence with the no effect determinations and that your office initiate coordination with the USFWS in accordance with the FWCA (48 Stat. 401, as amended; 16 U.S.C. 661 et. Seq) for the above referenced project. Additionally, the Department respectfully requests your approval and of the USFWS that all reasonable avoidance and minimization measures have been explored. If you have any questions or need additional information, feel free to contact Doug Chamblin at (404) 631-1447 or dchamblin@dot.ga.gov.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/cl
Attachment

cc: Pete Pattavina, USFWS (with attachment)
Mike Dover, GDOT PM
Eugene Hopkins, GDOT ECB
Jonathan Cox, GDOT NEPA

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 9, 2012

Mr. Edward Johnson, Branch Chief
Regulatory Division – Piedmont Branch
U.S. Army Corps of Engineers
1590 Adamson Parkway
Morrow, Georgia 30260-1763
Attention: Mary Dills

Re: Request for Jurisdictional Determination for GDOT Project CSNHS-0009-00(156)(157), Henry and Clayton Counties, P.I. Nos. 0009156 & 0009157

Dear Ms. Dills:

The Georgia Department of Transportation (GDOT) wishes to request a jurisdictional determination for GDOT Project CSNHS-0009-00(156)(157) in Henry and Clayton Counties. The proposed project would involve the construction of managed lanes along Interstate 75 (I-75) and I-675 in Henry and Clayton Counties, Georgia. The attached report details the state and federal waters that have been identified within the survey area. It has been determined that there are 14 perennial streams, 24 intermittent streams, one jurisdictional ephemeral stream, 10 wetlands, and one open waters for a total of 50 waters of the US within the survey area. Additionally, 18 non-jurisdictional non-buffered state waters (either drainage ditches or detention basins) were identified within the survey corridor. We respectfully request your verification of these determinations.

Enclosed is the Addendum to the Ecology Assessment of Effects report, which describes and delineates the identified state and federal waters. Thank you for your attention to this matter. If you should have any questions or need additional information, please contact Doug Chamblin at the Georgia Department of Transportation at (404) 631-1447.

Sincerely,

A handwritten signature in cursive script that reads 'Glenn Bowman' followed by a stylized 'PC'.

Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/cl

enclosures

cc: Mike Dover, GDOT PM
Jonathon Cox, GDOT NEPA
Eugene Hopkins, GDOT ECB

**REQUEST FOR JURISDICTIONAL DETERMINATION
FOR PROPERTY LOCATED
WITHIN THE STATE OF GEORGIA**

APPLICANT	<u>Doug Chamblin, Georgia DOT</u>		Fax <u>(404) 631-1916</u>
Phone (hm/bus)	<u>(404) 631-1447</u>	E-Mail <u>dchamblin@dot.ga.gov</u>	
Address	<u>600 W. Peachtree Street NW, 16th Floor</u>		
City	<u>Atlanta</u>	State <u>GA</u>	Zip Code <u>30308</u>
<hr/>			
PROPERTY OWNER	<u>same as above</u>		Fax _____
Phone (hm/bus)	_____	E-Mail _____	
Address	_____		
City	_____	State _____	Zip Code _____
<hr/>			
AGENT	<u>Edwards-Pitman Environmental, Inc.</u>		Fax <u>(770) 333-8277</u>
Phone (hm/bus)	<u>(770) 333-9484</u>	E-Mail <u>clane@edwards-pitman.com</u>	
Address	<u>1250 Winchester Parkway, Suite 200</u>		
City	<u>Smyrna</u>	State <u>GA</u>	Zip Code <u>30080</u>
<hr/>			
PROPERTY ADDRESS/SUBDIVISION/LOCATION			
<u>Interstate 75 Managed Lanes</u>			
City (in/near)	<u>McDonough</u>	County <u>Henry and Clayton</u>	
Latitude	<u>+33.428072°</u>	Longitude	<u>-84.182604°</u>
Size (acres and/or dimensions)	<u>677 acres</u>		
Nearest Stream/River/Lake	<u>Camp Creek</u>		

THE REQUEST MUST INCLUDE: A location map showing the property and a nearby landmark such as a major highway intersection; showing property boundaries in relation to nearby streets and other properties; and a topographic map and county soil survey with the property boundaries superimposed.

Preliminary Determination - Preliminary JDs are non-binding “written indications that there may be waters of the United States, including wetlands, on a parcel or indications of the approximate location(s) of waters of the United States or wetlands on a parcel. Preliminary JDs are advisory in nature and may not be appealed.” (See 33 C.F.R. 331.2.)

X Expanded Preliminary Determination - The intent of using the expanded preliminary JD is to allow a landowner or other “affected party” to move ahead expeditiously to obtain a Corps permit authorization where the party determines that it is in his or her best interest. In most cases, expanded preliminary JDs are also non-binding “written indications that there may be waters of the United States, including wetlands, on a parcel or indications of the approximate location(s) of waters of the United States or wetlands on a parcel.” However, Corps verification of a delineation, which is submitted in conjunction with an expanded preliminary JD request, would provide the landowner or affected party with defensible documentation concerning the limits of Corps jurisdiction.

I request a jurisdictional determination on the above property, grant the US Army Corps of Engineers permission to conduct an on-site inspection, and certify that I am authorized to grant permission for entry into the property.

into the property.

SIGNED Day Chalk

Date 4/9/2012

Appendix D

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD):

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:

Applicant:
Doug Chamblin
Georgia Department of Transportation
600 W. Peachtree Street NW
Atlanta, GA 30308

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Savannah District- Interstate 75 - Managed Lanes

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Interstate 75 in Henry and Clayton Counties

(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)

State: GA County/parish/borough: Henry and Clayton City: McDonough
Center coordinates of site (lat/long in degree decimal format): Lat. +33.428072° N, Long. -84.182604° E.
Universal Transverse Mercator: NAD 83
Name of nearest waterbody: Camp Creek

Identify (estimate) amount of waters in the review area:

Non-wetland waters: 9 Streams linear feet: 525 width (ft) and/or 0.171 acres.

Cowardin Class: Riverine

Stream Flow: Perennial

Wetlands: 0.877 acres.

Cowardin Class: Forested

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal:

Non-Tidal:

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☒ Field Determination. Date(s): November 7, 2011

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other

water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply - checked items should be

included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
 - ☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 - ☐ Office concurs with data sheets/delineation report.
 - ☐ Office does not concur with data sheets/delineation report.
 - ☐ Data sheets prepared by the Corps:
 - ☐ Corps navigable waters' study:
 - ☐ U.S. Geological Survey Hydrologic Atlas:
 - ☐ USGS NHD data.
 - ☐ USGS 8 and 12 digit HUC maps.
 - ☒ U.S. Geological Survey map(s). Cite scale & quad name: McDonough, Georgia; Stockbridge, Georgia; Jonesboro, Georgia.
 - ☒ USDA Natural Resources Conservation Service Soil Survey. Citation: Henry and Clayton Counties Soil Survey.
 - ☐ National wetlands inventory map(s). Cite name:
 - ☐ State/Local wetland inventory map(s):
 - ☐ FEMA/FIRM maps:
 - ☐ 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
 - ☒ Photographs: ☒ Aerial (Name & Date): USDA NRCS (2009) National Imagery Program.
 - ☐ or ☐ Other (Name & Date):
 - ☐ Previous determination(s). File no. and date of response letter:
 - ☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory Project Manager
(REQUIRED)

Dog Clark 4/9/2012

Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining the signature is
impracticable)

Site Number	Latitude	Longitude	Cowardin Classification	Estimated Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
Stream 1a	+33.381103°	-84.139743°	Intermittent	440 l.f.	Non-Section 10 – non-tidal
Stream 1b	+33.382541°	-84.140361°	Perennial	590 l.f.	Non-Section 10 – non-tidal
Stream 1c	+33.387082°	-84.142852°	Intermittent	670 l.f.	Non-Section 10 – non-tidal
Stream 1d	+33.395891°	-84.147429°	Intermittent	575 l.f.	Non-Section 10 – non-tidal
Stream 1e	+33.399400°	-84.150079°	Perennial	520 l.f.	Non-Section 10 – non-tidal
Stream 1f	+33.408813°	-84.157501°	Intermittent	365 l.f.	Non-Section 10 – non-tidal
Stream 1g	+33.409483°	-84.158294°	Intermittent	385 l.f.	Non-Section 10 – non-tidal
Stream 1	+33.421931°	-84.174666°	Perennial	1,985 l.f.	Non-Section 10 – non-tidal
Stream 2	+33.445236°	-84.198028°	Perennial	2,780 l.f.	Non-Section 10 – non-tidal
Stream 3	+33.446485°	-84.199056°	Perennial	1,300 l.f.	Non-Section 10 – non-tidal
Wetland 4	+33.449558°	-84.207710°	Emergent	0.03 acre	Non-Section 10 – non-tidal
Stream 5	+33.449732°	-84.207509°	Intermittent	45 l.f.	Non-Section 10 – non-tidal
Stream 6	+33.449606°	-84.207426°	Intermittent	200 l.f.	Non-Section 10 – non-tidal
Stream 8	+33.451009°	-84.204444°	Intermittent	450 l.f.	Non-Section 10 – non-tidal
Wetland 9	+33.450658°	-84.204263°	Forested	1.59 acres	Non-Section 10 – non-tidal
Wetland 10	+33.451342°	-84.204554°	Forested	0.70 acre	Non-Section 10 – non-tidal
Stream 12	+33.455868°	-84.206855°	Perennial	995 l.f.	Non-Section 10 – non-tidal

Wetland 12a	+33.458145°	-84.207173°	Forested	5.08 acres	Non- Section 10 -- non-tidal
Stream 12b	+33.457226°	-84.207110°	Intermittent	495 l.f.	Non- Section 10 -- non-tidal
Stream 12c	+33.458423°	-84.207006°	Perennial	890 l.f.	Non- Section 10 -- non-tidal
Stream 12d	+33.456686°	-84.206167°	Intermittent	175 l.f.	Non- Section 10 -- non-tidal
Stream 12e	+33.458134°	-84.206788°	Intermittent	350 l.f.	Non- Section 10 -- non-tidal
Wetland 12f	+33.461313°	-84.205762°	Forested	1.98 acres	Non- Section 10 -- non-tidal
Stream 12g	+33.461242°	-84.205548°	Perennial	930 l.f.	Non- Section 10 -- non-tidal
Wetland 12h	+33.462508°	-84.206029°	Forested	0.02 acre	Non- Section 10 -- non-tidal
Stream 13	+33.469698°	-84.213085°	Perennial	1,970 l.f.	Non- Section 10 -- non-tidal
Stream 14	+33.499549°	-84.224936°	Intermittent	145 l.f.	Non- Section 10 -- non-tidal
Stream 15	+33.499734°	-84.225136°	Perennial	260 l.f.	Non- Section 10 -- non-tidal
Stream 16	+33.500972°	-84.226299°	Perennial	160 l.f.	Non- Section 10 -- non-tidal
Wetland 17	+33.501081°	-84.226428°	Forested	0.023 acre	Non- Section 10 -- non-tidal
Wetland 18	+33.502547°	-84.227763°	Forested	0.41 acre	Non- Section 10 -- non-tidal
Stream 19	+33.502717°	-84.227989°	Intermittent	700 l.f.	Non- Section 10 -- non-tidal
Stream 20	+33.514047°	-84.241689°	Intermittent	1,165 l.f.	Non- Section 10 -- non-tidal
Stream 21	+33.514481°	-84.241518°	Perennial	2,330 l.f.	Non- Section 10 -- non-tidal
Stream 22	+33.517062°	-84.244561°	Intermittent	1,770 l.f.	Non- Section 10 -- non-tidal

Stream 23	+33.537237°	-84.263865°	Perennial	1,550 l.f.	Non- Section 10 – non-tidal
Stream 24	+33.537404°	-84.264089°	Intermittent	1,150 l.f.	Non- Section 10 – non-tidal
Detention Basin 27b-1	+33.545967°	-84.278629°	Open Water	0.27 acre	Non- Section 10 – non-tidal
Ephemeral Stream 27b	+33.545612°	-84.278233°	Ephemeral	560 l.f.	Non- Section 10 – non-tidal
Stream 27e	+33.552794°	-84.294831°	Intermittent	325 l.f.	Non- Section 10 – non-tidal
Wetland 27f	+33.552578°	-84.294535°	Forested	0.15 acre	Non- Section 10 – non-tidal
Stream 27h	+33.554799°	-84.298985°	Intermittent	290 l.f.	Non- Section 10 – non-tidal
Stream 27i	+33.553943°	-84.270274°	Intermittent	185 l.f.	Non- Section 10 – non-tidal
Stream 27k	+33.556922°	-84.270370°	Intermittent	370 l.f.	Non- Section 10 – non-tidal
Stream 27l	+33.561898°	-84.270864°	Perennial	525 l.f.	Non- Section 10 – non-tidal
Wetland 27m	+33.561240°	-84.272265°	Forested	0.53 acre	Non- Section 10 – non-tidal
Stream 27n	+33.569690°	-84.274863°	Intermittent	2,565 l.f.	Non- Section 10 – non-tidal
Stream 27n-1	+33.569674°	-84.275123°	Intermittent	140 l.f.	Non- Section 10 – non-tidal
Stream 27s	+33.578744°	-84.279116°	Intermittent	645 l.f.	Non- Section 10 – non-tidal
Stream 27u	+33.580074°	-84.279814°	Intermittent	500 l.f.	Non- Section 10 – non-tidal

USACE File Number _____ Date of Delineation 8-31-10, 11-7-11, and 11-18-11

Name of Delineator Present John Casey Glen and Collin Lane

Make and Model of GPS Device Used (must be capable of sub-meter accuracy) Trimble Geo XT 2005 Series

Geographic Coordinate System Used NAD 1983

Name of Continually Operated Reference Station Used for Post-processing CORS, Griffin (GAGR), Georgia

Date Post-processing Performed 8-31-10, 11-8-11, and 11-18-11

Percent Dilution of Position (PDOP) (6 or less is required) 6

Name and Coordinates of Known Property Corner and/or Monument SE corner of Mt. Carmel Road and Bridge Road (Latitude: +33.452895, Longitude: -84.202417)

GPS Reading of Known Property Corner and/or Monument Latitude: +33.452901, Longitude: -84.202411

Frequency of Waypoints Taken During Survey Every 10 feet along banks

Note: GPS data must be provided, if requested. If GPS data and/or GPS delineation is determined unacceptable by Savannah District, a survey sealed by a surveyor licensed in Georgia will be required.

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Wednesday, May 23, 2012 1:39 PM

To: Pete.Pattavina@fws.gov; Chamblin, Douglas

Cc: Chetna.Dixon@dot.gov

Subject: No Effect Determination for GDOT Proejct CSNHS-0009-00(156)(157), PI 0009156, 0009157, Henry and Clayton Counties

Based on the information presented in the April 2012 Addendum to the Ecology Resource Survey and Assessment, FHWA has determined the proposed action would have no effect on federally listed threatened/endangered species and critical habitat in Clayton and Henry Counties. In addition, the proposed project would not result in a take and would have no effect to bald eagles. If you have any comments or questions, please advise.

Thanks,

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: chetna.dixon@dot.gov

✉:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

 Please consider the environment before printing this e-mail

From: Chetna.Dixon@dot.gov [mailto:Chetna.Dixon@dot.gov]

Sent: Wednesday, May 23, 2012 1:49 PM

To: Chamblin, Douglas; Pete.Pattavina@fws.gov

Cc: Chetna.Dixon@dot.gov

Subject: RE: Request to Initiate FWCA Coordination: GDOT Project CSNHS-0009-00(156)(157), PI 0009156 & 0009157-Henry and Clayton Counties (Stream 24)

The subject project is described in GDOT's correspondence and Addendum to the Approved Ecology Resource Survey and Assessment dated April 9, 2012 . Note revised pages of the report were emailed to FHWA on 5/14/12.

Previous FWCA coordination occurred on June 9, 2011 for channel loss associated with Stream 24 (an unnamed tributary to Reeves Creek). USFWS issued FWCA concurrence for Stream 24 on July 1, 2011. Please see the email below. However, the proposed project has been redesigned resulting in impacts to Stream 12g. Crittle Creek (Stream 12 g) is a fully impaired perennial stream. The proposed project would result in 130 linear feet of permanent impacts due to the addition of a culvert. Embedding the culvert of a minimum of 20 percent is required to accommodate fish passage.

In summary, nine perennial streams would be impacted by the proposed project: Streams 1, 2, 12, 12g, 13, 15, 16, and 23. Approximately 450 linear feet (0.164 acre) of impacts would occur to perennial streams. Two intermittent streams (8 and 24) would be impact as a result of the proposed project . Approximately 75 linear feet (0.007 acre) of intermittent streams would be impacted. 1,972 mitigation credits would be purchased to mitigate impacts to perennial and intermittent streams.

In accordance with the FWCA, we are initiating coordination with you regarding these impacts. We believe impacts to Stream 12g and 24 are unavoidable and the mitigation proposed is adequate to compensate for these impacts. We request your concurrence with this determination. If you have any comments or questions, please advise.

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: chetna.dixon@dot.gov

📍:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

🌱 Please consider the environment before printing this e-mail



United States Department of the Interior

Fish and Wildlife Service
105 Westpark Drive, Suite D
Athens, Georgia 30606

West Georgia Sub Office
P.O. Box 52560
Ft. Benning, Georgia 31995-2560

JUN 15 2012

Coastal Sub Office
4980 Wildlife Drive
Townsend, Georgia 31331

Mr. Rodney Barry, P.E.
Division Administrator
Federal Highway Administration, Georgia Division
61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303
ATTN: Ms. Chetna Dixon

RE: GDOT P.I. No. 0009156/0009157, USFWS Log# 04EG1000-2012-CPA-0725

Dear Mr. Barry:

Thank you for your May 23, 2012, electronic mail regarding Georgia Department of Transportation (GDOT) project CSNHS-0009-00(156)(157). We submit the following comments under provisions of the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et. seq.*).

GDOT proposes to construct a reversible, barrier-separated, managed lane system along southbound Interstate 75 in Henry and Clayton Counties, Georgia. As a consequence of project implementation, 525 feet of stream channel would realize impacts, as detailed in GDOT's April 9, 2012, coordination package.

GDOT investigated options to minimize and avoid impacts to aquatic resources. Further avoidance of resources was not practicable due to design constraints. GDOT would mitigate for impacts with the acquisition of credits from an approved mitigation bank.

We concur with your determination that impacts to streams along the project corridor are unavoidable and necessary to implement the proposed project. GDOT's mitigation proposal satisfies your agency's responsibilities under FWCA. No additional compensation is necessary.

If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

Sandra S. Tucker
Field Supervisor

cc: Doug Chamblin, GDOT
file



October 25, 2012

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Transmittal of Addendum to Approved Ecology Resource Survey Report and Assessment of Effects Report and Subsequent Addenda for Georgia Department of Transportation Project CSNHS-0009-00(156)(157) Henry and Clayton Counties, P.I.# 0009156 & 0009157

Dear Mr. Barry:

Please find attached the *Addendum to Approved Ecology Resource Survey and Assessment of Effects Report and Subsequent Addenda* for the subject project. The Georgia Department of Transportation (GDOT) proposes to construct a reversible barrier-separated managed lane system along southbound I-75 in Henry and Clayton Counties, Georgia. The project is located in the upper Ocmulgee River basin [Hydrologic Unit Code (HUC) 03070103], which is not listed as a priority watershed by the United States Environmental Protection Agency (USEPA). The total project length would be 18.05 miles. The total amount of area encompassed by the proposed project is approximately 686 acres.

The purpose of this Ecology Addendum is to report ecological findings and impacts associated with project design changes. The following project design changes have been proposed:

- A 150-foot right turn lane southbound along Industrial Boulevard at SR 20 would be constructed.
- The existing right turn lane along westbound SR 20 at the I-75 Southbound Exit 218 Off-Ramp would be restriped and used as a third receiving lane. The third receiving lane would then become an exclusive right turn lane at the intersection of SR 20 and Nec Drive.
- A 150-foot right turn lane southbound along Industrial Boulevard at SR 155 would be constructed.

Anticipated impacts related to this project and findings of ecological resources are:

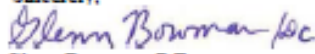
- Special Provision 107.23G would be implemented in order to protect birds utilizing culverts and bridges;
- The proposed project would have no effect on bats;
- No essential fish habitat present;
- The proposed project would have no effect on the pool sprite, goldstripe darter, robust redhorse, black-spored quillwort, relict trillium, and Michaux's sumac. There have been no changes to these determinations since the approval of the April 2012 Addendum. Federal Highway Administration (FHWA) concurrence was received for the no effect determinations on May 23, 2012 for the area investigated in the April 2012 Addendum;
- The proposed project would not result in a "take" and would have no effect to bald eagles. FHWA concurrence of this determination was received on May 23, 2012. There have been no changes to this determination since the approval of the April 2012 Addendum;
- The proposed project would have no effect to critical habitat for protected species;
- No jurisdictional waters of the US were observed at the three proposed turning lane sites. The overall project would impact nine jurisdictional perennial streams and two jurisdictional intermittent streams for 525 linear feet (0.171 acre) of stream impacts, five jurisdictional wetlands for 0.877 acres of permanent wetland impacts, and would not impact any open waters or ephemeral streams. There have been no changes in this information since the approval of the April 2012 Addendum;
- Two previously unidentified non-jurisdictional state waters were observed at the three proposed turning lane sites. One resource (State Water 1h) is not subject to state-mandated buffer requirements, and one resource (State Water 1i) is subject to state-mandated buffer requirements. Construction and implementation of the turning lanes would not result in impacts to these state waters or state-mandated buffers. The overall project would impact three NBSWs for a total of 110 linear feet (0.013 acre);

Mr. Rodney N. Barry, P.E.
CSNHS-0009-00(156)(157), P.I.# 0009156 & 0009157
October 25, 2012
Page 2

- The project would require 1,972 stream mitigation credits and 6.3 wetland/open water mitigation credits from a bank which serves HUC 03070103;
- The project would impact the vegetated buffer of Stream 24. A stream buffer variance would be required for the project under Criteria 2(a); and
- US Fish and Wildlife Service (USFWS) Fish and Wildlife Coordination Act (FWCA) concurrence was obtained for Stream 24 on July 1, 2011 and Stream 12g on June 15, 2012.

The consultant used the most current listings of threatened and endangered species during the ecological surveys. The Department respectfully requests your concurrence on the above effect determinations. If you have any questions or need additional information, feel free to contact Doug Chamblin at (404) 631-1447 or dchamblin@dot.ga.gov.

Sincerely,



Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/jcg
Enclosure

cc: Pete Pattavina, USFWS (w/attachment)
Mike Dover, GDOT PM
Jonathan Cox, GDOT NEPA
Eugene Hopkins, GDOT ECB



WILDLIFE RESOURCES DIVISION

CHRIS CLARK
COMMISSIONER

DAN FORSTER
DIRECTOR

September 16, 2010

John Casey Glen
Senior Ecologist
Edwards-Pitman
1250 Winchester Pkwy
Suite 200
Smyrna, GA 30080

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near I-75 HOT Lanes, Henry County, Georgia

Dear Mr. Glen:

This is in response to your request of August 23, 2010. There are no Natural Heritage Database records in our database within a three-mile radius of the project site.

Recommendations:

We have no records of high priority species or habitats within the project area. We are concerned about streams and other habitats that could be impacted by the proposed road improvement project. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the road or ROW does not serve as a conduit for storm water or pollutants into the water during or after construction. These measures will help protect water quality in the vicinity of the project as well as in downstream areas.

Data Available on the Nongame Conservation Section Website

By visiting the Nongame Conservation Section Website you can view the highest priority species and natural community information by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://www.georgiawildlife.com/conservation/species-of-concern?cat=conservation>

An ESRI shape file of our highest priority species and natural community data by quarter quad and county is also available. It can be downloaded from:

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
770.918.6411 or 706.557.3032 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

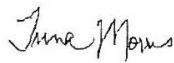
<http://georgiawildlife.com/sites/default/files/uploads/wildlife/nongame/zip/gnhpds.zip>

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (<http://www.georgiawildlife.com/node/1376>) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,



Katrina Morris
Environmental Review Coordinator

IR 13161



WILDLIFE RESOURCES DIVISION

MARK WILLIAMS
COMMISSIONER

DAN FORSTER
DIRECTOR

December 8, 2011

Collin Lane
Edwards-Pitman Environmental, Inc
1250 Winchester Pkwy
Suite 200
Smyrna, GA 30080

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near I-75 Managed Lanes, Henry County, Georgia

Dear Mr. Lane:

This is in response to your request of November 29, 2011. There are no Natural Heritage Database records in our database within a three-mile radius of the project site.

Recommendations:

We have no records of high priority species or habitats within the project area. The nearest bald eagle nest is approximately 8.5 miles SW of the project area on the Hampton SW quarter quadrangle. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the road or ROW does not serve as a conduit for storm water or pollutants into the water during or after construction. These measures will help protect water quality in the vicinity of the project as well as in downstream areas.

NEW - Data Available on the Nongame Conservation Section Website - NEW

NEW Georgia protected plant and animal profiles are available on our website. Originating with the State Wildlife Action Plan, a strategy guiding conservation in Georgia, the accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit <http://www.georgiawildlife.com/node/2721>.

By visiting the Nongame Conservation Section Website you can view the highest priority species and natural community information by Quarter Quad, County and HUC8 Watershed. To access

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
770.918.6411 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

this information, please visit our GA Rare Species and Natural Community Information page at:
<http://www.georgiawildlife.com/conservation/species-of-concern?cat=conservation>.

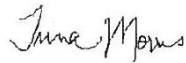
Downloadable files of our highest priority species and natural community data by quarter quad and county is also available. It can be downloaded from:
<http://www.georgiawildlife.com/node/1370>.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (<http://www.georgiawildlife.com/node/1376>) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,



Katrina Morris
Environmental Review Coordinator

From: Dixon, Chetna (FHWA)

Sent: Monday, November 05, 2012 3:43 PM

To: [Pete Pattavina@fws.gov](mailto:Pete.Pattavina@fws.gov); Chamblin, Douglas

Cc: Dixon, Chetna (FHWA)

Subject: No Effect Determination for GDOT Project CSNHS-0009-00(156)(157), PI 0009156, 0009157, Clayton and Henry Counties-I-75 Express (Managed Lanes)

Based on the information contained in GDOT's September 2012 Addendum to the Approved Ecology Resource Survey and Assessment of Effects Report and Subsequent Addenda, we have determined the proposed action will have no effect on federally listed threatened or endangered species for Clayton and Henry Counties. The nearest known bald eagle nest is located 8.5 miles of the proposed project. We have determined the proposed project will not result in a "take" of bald eagles. If you have any comments or questions, please advise.

Thanks,

Chetna P. Dixon | FHWA GA Division

Environmental Coordinator

☎:: 404.562.3655 office

✉:: 61 Forsyth Street, Ste 17T100; Atlanta, GA 30303

✉:: Chetna.Dixon@dot.gov

 Please consider the environment before printing this e-mail

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

November 13, 2012

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, Georgia 30303-3104

ATTN: Chetna Dixon

Dear Mr. Barry:

Re: Project CSNHS-0009-00(156)(157), Henry & Clayton Counties, P.I. No. 0009156 & 0001957 –
I-75 Managed Lanes

Please find enclosed two copies of the Noise Assessment, including one CD, for the above noted project. The noise assessment is being sent to you for your review and approval. A response spreadsheet containing FHWA comments and responses on the draft Noise Assessment is also included.

The Noise Assessment identified identical peak hour impacts for both the ETL and HOT 3+ alternatives, since the proposed roadway footprint is identical. Seven hundred and eight receivers representing 2,343 receptors were analyzed. Two hundred and thirty seven receivers, representing 606 receptors, were predicted to be impacted under the build alternative. A barrier analysis determined that noise barrier walls are feasible and reasonable at nine locations along the project corridor.

Should you need further information, please contact Amber Phillips at (404) 631-1117 or Keisha Jackson at (404) 631-1160.

Sincerely,

A handwritten signature in blue ink that reads "Glenn Bowman".

Glenn Bowman, P.E.
State Environmental Administrator

GB/AP
Enclosures

cc: General File (letter, report)
Project File (electronic copies of letter & report)

Summary of Public Comments: April 2011 PIOH

Comment	Response
<p>Three comments suggested the proposed project would not work or would not be worth the cost, and that general purpose lanes would be preferred.</p>	<p>The planned improvements will provide improved travel time reliability and an additional choice for motorists. The general purpose (non-tolled) travel lanes are anticipated to realize a smaller travel time savings as a secondary benefit due to the proposed tolled express lanes. The patrons of the tolled express lanes will realize significant travel time savings over the No-Build condition and over that of the non-tolled general purpose lanes. Tolled express lanes have proven to provide significant travel time savings and congestion relief in other major metropolitan areas both similar and larger in size than Atlanta.</p> <p>GDOT believes it is not feasible to construct additional general purpose lanes to meet current and future needs in metro Atlanta. Experience has shown that general purpose lanes in highly urbanized areas tend to work well initially only to fill up again as motorists alter their trips to avoid congested local routes. GDOT has developed a Managed Lane System Plan for Metro Atlanta, which indicates that managed lane solutions preserve mobility choices and provide financially feasible improvements.</p> <p>The proposed Express Lanes would provide motorists with the most effective option that achieves reliable travel times and greater travel choices within the I-75 corridor.</p>
<p>Seven individuals were concerned by the limited access to the Express Lanes offered to Henry County residents. Three comments in particular suggested that access points would be better located at Jodeco Road or Jonesboro Road, rather than adding an interchange at Mt. Carmel Road.</p>	<p>GDOT explored the possibility of adding access points along the project corridor. Unfortunately, the additional related costs to the managed lane system outweighed the benefits in each and every case. Jonesboro Road, for example, is already burdened with heavy traffic. Meanwhile, Jodeco Road and Eagles Landing Parkway are located near the mid-point of the express lanes. Motorists who access or exit the lanes at these points would realize relatively little time savings compared to what would be realized by motorists who access and exit the system near its ending points. These considerations coupled with the reality that Express Lanes operate better with fewer access points led to the decision to restrict access to the ends of the project and the single interchange at Mt. Carmel Road. It is also important to note that traffic studies show the existing travel lanes will operate more efficiently with the Express Lanes in place; therefore, even though some Henry County residents will not have direct access to the Express Lanes, we believe many residents will realize less delay in the general purpose lanes for many years to come.</p>

Comment	Response
One commenter offered design suggestions relating to slip ramp merging and the southbound transition into the Express Lanes.	<p>The acceleration length of the slip ramp merges in the proposed project would meet or exceed state and federal guidelines. The project has been designed to operate efficiently as a reversible system taking into account both northbound (AM) and southbound (PM) directions.</p> <p>The southbound entrance into the Express Lanes has been designed based in part upon experience gained from other managed lanes systems around the nation. In addition, proper signage to clearly mark the entrance to the Express Lane system would be provided two miles in advance.</p>
One individual stated a need to improve mobility and congestion where I-75 meets I-675.	<p>GDOT is currently addressing operational problems at the I-675/I-75 merge through a separate project that would add an auxiliary lane between Eagles Landing Parkway and I-675. The capacity added by this auxiliary lane project should alleviate some of the congestion at the interchange.</p> <p>The auxiliary lane project is scheduled to be let for construction later this year. The I75 Express Lanes project should assist in further reducing congestion at the I-75 and I-675 interchange.</p>
A comment was submitted noting that this project does not address the problem of tractor trailer traffic.	<p>This project is not intended to address tractor trailer traffic. Recognizing that truck traffic is a concern in metro Atlanta, however, GDOT recently pursued a study that explored the need and feasibility of implementing truck only lanes (TOL) on sections of the interstate. The study concluded that while TOLs relieve congestion for trucks, they deliver less congestion relief for overall traffic. For this reason, the study did not recommend the construction of stand-alone TOLs in metro Atlanta.</p>
An individual expressed concern that commuters may try to access the system from SR 155.	<p>The design does not provide access to the Express Lanes at the SR 155 interchange. Access from SR 155 is provided at the slip ramp south of Mt. Carmel Road approximately 2 miles from SR 155. Two miles is sufficient distance for motorists to merge across the existing travel lanes and enter the Express Lanes.</p>
One commenter expressed concern that the managed lane system might negatively affect Henry County's economy by limiting the ability to exit the system easily at shopping or dining destinations.	<p>While the Express Lanes may have some effect on where motorists decide to stop, the effect is likely to be limited because of the vast majority of trips are "through" trips, without intermediate stops. It is expected that most users would typically be commuting to work or making longer distance trips where they have determined that the time savings is worth the cost of the toll. Persons making shorter distance trips to shop, eat, etc., along the corridor would generally choose the existing interstate travel lanes.</p>

Comment	Response
Several individuals commented that the proposed interchange at Mt. Carmel Road would have a negative impact on the nearby community and change the area from rural residential to commercial.	Admittedly, the proposed interchange will bring some increased traffic to Mt. Carmel Road. However, the Express Lane system will be limited to use by cars and potentially any public transit bus operating in the area, though currently only the GRTA Xpress buses operate along I-75. No trucks will be allowed in the system and will not be using this access. As part of our design process for this project, effects to Mt. Carmel Road were analyzed, which identified the need for improvements at the intersections of Mt. Carmel with Mill Road and Jonesboro Road. Additionally, analysis determined that the existing two-lane road will be able to support future travel due to the new access. The analysis shows that the existing two-lane roadway would be adequate, but that improvements will be needed at the Mill Road and Jonesboro Road intersections. These improvements will be included with this project.
A number of individuals submitted comments requesting clarification on how the system would operate, especially on weekends and during peak travel times.	The reversible Express Lanes System will generally operate in the northbound morning rush hours and southbound evening rush hours. However, for special events such as NASCAR races or peak spring break travel, GDOT will work to ensure the operation of the system has the lanes flowing in the direction with the highest projected travel demand.
One commenter expressed concern about potential delays during construction of this project.	GDOT will negotiate restrictive work hours with the contractor to ensure that work is conducted outside of the morning and evening rush hours to ease commuter delays. In addition, all of the existing interstate travel lanes will be open to travel during construction.
Two individuals requested that the project be extended to Exit 212, Bill Gardner Parkway.	A logical termini, based on technical analysis, is required for all federally funded projects, and the I-75 Express Lane project is no exception. Traffic volumes on I-75 diminish at Jonesboro Road, State Route 20/ 81, and at SR 155. The analysis of these volumes indicates that improvements to I-75 are warranted down to SR 155. This decision could be re-evaluated in future years as traffic in the area increases.
Seven individuals submitted comments relating to the tolling aspect of this project. Two comments were related to tolling operations, with one person noting the theory is great but still unclear on how the system would work. Another individual indicated that it is difficult to evaluate without knowing the actual toll. A third person noted that they were not sure how they felt about tolling.	Many cities across the nation have found that tolls achieve travel time reliability for motorists who choose to use the tolled lanes. For this proposed project, the cost of the toll is not yet determined. However, we do know that the toll amount will fluctuate based on the amount of traffic congestion in the Express Lanes and the general purpose lanes. As the congestion increases, so will the toll. In this way, fluctuating toll rates (called dynamic pricing) will help control traffic volumes and average travel speeds in the Express Lanes, ensuring that the lanes will provide a choice for more reliable trip times for motorists willing to pay a toll on this heavily travel portion of I-75.
One individual stated their concern that people would not want to pay a toll.	There are toll lanes in operation throughout the nation that are fully used; significant travel time savings have been realized as a result. For this proposed project, motorists will always be able to choose when and if they want to use the Express Lanes and pay the toll for a more reliable trip time.

Comment	Response
One person noted that the tolling will assist with operation and maintenance of the system.	This statement is correct.
One commenter asked if the toll would ever go away.	No. The toll will be used to manage the traffic volume in the proposed Express Lanes and to maintain a minimum average speed to provide reliable travel time.
One individual stated that the HOT3+ model is preferable as it is free to carpoolers, encouraging carpooling and cleaner air.	The final toll policy decision will be made after consideration of financial, operational, and other factors.

Source/Note: Responses to all public comments were included in letters dated July 21, 2011 from GDOT to all who commented.

Summary of Public Comments: December 2011 PIOH

Comment	Response
Thirty-five comments were submitted detailing concern over the Express Lane Only access point and the effect that a new interchange would have on the quality of life for area residents, as well as offering support for the Jonesboro Road access point alternative.	Following a series of meetings with the Mt. Carmel Road area residents, GDOT evaluated the potential express lane-only access point at Mt. Carmel Road and recognized the controversy surrounding this proposal. The Jonesboro Road alternative was developed in response to community concerns. After analyzing the Jonesboro Road alternative and receiving input from the public, GDOT is currently proposing to take the Mt. Carmel express lane-only access point out of consideration and we plan to move forward with the Jonesboro Road alternative. In this and all proposed projects, GDOT appreciates input from area residents and seeks to develop alternatives that work best for the traveling public at large and those affected by improvements.
Seven individuals submitted comments supportive of the Mt. Carmel Road access point.	While the access point at Mt. Carmel is somewhat less expensive to construct, there are community impacts associated with this location. GDOT has evaluated operations, costs, and community impacts associated with both alternatives and determined that the Jonesboro Road alternative is the most feasible to construct.
Four individuals submitted comments indicating support for this project and congestion relief in general.	Traffic congestion costs Atlanta commuters billions of dollars in time and fuel each and every year, and it is a deterrent to economic growth and development. We believe this project offers an innovative and cost-efficient alternative that will provide a valuable, congestion-free choice for our interstate travelers.

Comment	Response
Two comments were submitted referencing the unsuccessful nature of the I-85 HOT Lane project.	<p>Since the I-85 project has been open for only three months, it is too early to determine its ultimate success or failure. It is also important to note that usage of the I-85 HOT lanes has grown fourfold since the opening week and that the lanes are now reaching capacity in the morning rush hour. Nevertheless, GDOT is keenly aware of the frustrations experienced by commuters during the HOT lane opening and has taken away lessons learned from the I-85 opening that it will apply to other express lane projects.</p> <p>That said, it is important to recognize that the proposed I-75 Express Lanes project is dramatically different than the I-85 HOT lane project. Whereas the I-85 project converted the existing high occupancy vehicle (HOV) lanes into HOT lanes, the proposed I-75 Express Lanes project will add new toll lanes to the existing system. The express lanes, therefore, represent additional capacity, and traffic studies show the existing travel lanes will operate more efficiently with the express lanes in place. An additional difference between this project and the I-85 conversion project is that the I-75 express lanes will be barrier separated from the general purpose lanes which will allow for more efficient usage of the lanes and for more effective management of traffic accidents and vehicle breakdowns.</p>
One comment was submitted indicating general opposition to the wasteful nature of the project.	<p>Express lanes are a more cost effective way of adding capacity to the metro Atlanta interstate system than general purpose lanes. Moreover, experience shows that adding capacity by constructing new general purpose lanes in highly urbanized areas works well initially, only to fill up again as motorists alter their trips to avoid congested local routes.</p>
One individual commented on the value of the project to taxpayers, noting support for the project if it made sense cost and traffic wise.	<p>The planned improvements will provide improved trip travel time reliability and an additional choice. The patrons of the tolled express lanes will realize significant travel time savings over the No-Build condition and over that of the non-tolled general purpose lanes. Tolled express lanes have proven to provide significant travel time savings for users in other major metropolitan areas both similar to and larger in size than Atlanta. Additionally, the users of the general purpose (non-tolled) travel lanes are anticipated to realize a smaller travel time savings as a secondary benefit of the proposed tolled express lanes, as some congestion in the general purpose lanes may shift to the express lanes.</p>
One comment was submitted stating concern about increased noise around the Brentwood Park Subdivision.	<p>As part of the project development process, GDOT must analyze potential impacts to the community, including noise impacts. The noise impact analysis for this project is currently being conducted. If impacts to residences are identified, noise abatement, including noise walls, will be evaluated. If noise walls are found to be reasonable and feasible, written input will be gathered from affected residents to determine if noise walls are desired.</p>

Comment	Response
One individual was concerned by the limited access to the express lanes offered to Henry County residents.	Express lanes work best with limited access points. An Express Lane Only access point near the southern end of the system allows users the opportunity for greater time savings. Operational concerns coupled with the additional costs associated with more access points, led to the decision to restrict access to the ends of the project and the single interchange at Jonesboro Road. It is also important to note that traffic studies show the existing travel lanes will operate more efficiently with the express lanes in place; therefore, even though some Henry County residents will not have direct access to the express lanes, commuters in the general purpose lanes may realize some improvement in commute times.
One individual questioned whether commuters living near Hudson Bridge Road/Eagles Landing Parkway and SR 138 would actually drive to Jonesboro Road or Mt. Carmel to access the system.	Since the project terminates just north of Hudson Bridge Road/Eagles Landing Parkway and SR 138 and the time travel savings will be minimal from Eagles Landing Parkway, GDOT does not anticipate that commuters from those roadways will drive southbound to get on the express lanes.
One individual stated a preference that the lanes not be barrier-separated so that anyone could use them.	This project specifically calls for the express lanes to be reversible. For safety purposes, reversible interstate lanes must be barrier separated.
One commenter suggested a desire for a roundabout at Mt. Carmel Road and Mill Road.	Improvements to intersections, such as the one at Mill Road and Mt. Carmel Road, can only be considered if they are directly impacted by the project. Based on a number of factors, including community impacts and public input, the location of the express lane access point has been changed from Mt. Carmel Road to Jonesboro Road. As such, the intersection of Mill Road and Mt. Carmel Road is not directly impacted by the project. Hence, a roundabout at that intersection will not be considered as part of this express lane project. The project does, however, propose signalization of the intersection of Mt. Carmel Road and Jonesboro Road.
An individual expressed concern that commuters may try to access the system from Hwy 155 and questioned whether space was available to safely do so.	The design does not provide access to the express lanes at the SR 155 interchange. Access from SR 155 is provided at the slip ramp south of Mt. Carmel Road approximately 2 miles from SR 155. Two miles is sufficient distance for motorists to merge across the existing travel lanes and enter the express lanes.
One individual stated that the cause of the slow down on I-75 is the hill between Eagles Landing Parkway and I-675.	GDOT acknowledges that northbound congestion between Eagles Landing Parkway and I-675 is a problem, and is seeking to address this issue with the proposed I-75 Express Lanes project and with the addition of a northbound auxiliary lane between Eagles Landing Parkway and I-675. The auxiliary lane project is scheduled for construction in mid-2012. While this project does not affect the grade of the hill, we anticipate that traffic conditions on this section of I-75 will be improved once the lane is completed.
A second individual commented that better signage announcing the split of I-75 and I-675 may reduce some congestion.	Though existing signage meets federal standards, GDOT will review the signage during the development of the construction plans and if appropriate, make changes.

Comment	Response
One comment stated that construction should not affect traffic flow.	On interstate projects, GDOT is conscious of the impacts of construction-related lane closures. As with all projects, GDOT will coordinate with the contractor to come up with working hours outside morning and evening rush hours to ease commuter delays. In addition, all of the existing interstate travel lanes will be open during the peak hour commute.
Several comments were submitted regarding traffic operations. One comment suggested that either access point would adversely affect the function of Jonesboro Road and would increase traffic volume into the McDonough Square.	Travel demand modeling software is being used in the development of this project. The results of our modeling do show a future increase in traffic volumes along Jonesboro Road. This is, in part, because the model recognizes the potential for reduced travel times for those commuters who had been using SR 41 and it reroutes traffic from SR 41 to the express lanes system by way of Jonesboro Road. This anticipated increase in traffic has been accounted for in our analysis and any recommendations provided were based on the future assumed traffic volumes. Regarding traffic at the Square, though no direct analysis was completed, it is assumed in the model that some commuters currently using US 23/SR 41 to go towards Atlanta may prefer to use the express lanes along I-75 for better commute times. If this is the case, overall congestion of US 23/SR 41 may be reduced.
Another individual questioned the increased traffic on Jonesboro Road during peak hours.	The model developed to predict traffic patterns for this project does not show significant numbers of new drivers along Jonesboro Road. In the future, some of the drivers who are currently using I-75 and the interchange with Jonesboro Road will be using the express lane access. New trips from SR 20 will not be expected on Jonesboro Road due to the express lane access since commuters from SR 20 area can access the express lanes from I-75 slip ramps. There may be few additional vehicles from the Jodeco Road area. These trips were anticipated and used in the traffic model built to evaluate the traffic conditions in the area. Traffic analysis was performed for this additional traffic at the interchange crossing over to get to the express lane access. With updated signal timing, the existing roadway will be able to handle this additional traffic.
One individual questioned increases in traffic on Chambers Road, Mt. Carmel Road, Oak Grove Road, and Foster Drive, and asked GDOT to determine traffic projections for the roads and obtain counts to determine what improvements may be necessary.	There will be a slight increase in traffic along each of these roads due to the interchange, but the increase would be roughly the same whether the interchange is built at Mt. Carmel Road or at Jonesboro Road. Traffic analysis shows that improvements will not be needed on any of these roads to accommodate the slight increase in traffic generated by the interchange.

Comment	Response
Three individuals submitted comments opposing the tolling aspect of this project. One individual stated this is not an improvement and taxes are already too high.	Unfortunately, with the growing need to address traffic congestion in the metro area, we believe tolling is an option that must be considered. The primary purpose of the express lanes along I-75 is to provide drivers with a choice for a reliable travel time. The use of the system is solely at the discretion of the driver, who may choose to use the lanes every day or just on occasions when a more reliable trip time is needed. The funding for this project has been allocated and is not based on future increase in state taxes.
One person asked if toll booths were considered for this project so that one could still access the lanes without purchasing a Peach Pass.	The tolling details for this project will be handled by the State Road and Tollway Authority (SRTA). Although the details of options for toll collection have not yet been finalized, the express lane design for this concept does not allow for toll booths. The cost to purchase the additional right-of-way required, and the operations involved in having travelers stop to pay a toll, make toll booths undesirable. The tolling cost would be paid by registering for a Peach Pass. There is currently no cost for the Peach Pass; you simply open an account and pre-pay for your tolls. The concept of video tolling is also being considered. Video tolling allows motorists to be billed for tolls after they have used the system.
One comment was submitted stating that the toll should be capped at \$1.00.	The actual toll rates have not yet been set, but the toll rate would not be a flat fee and it likely would not be capped at \$1.00. The tolling policy and actual toll rates would be set closer to the project opening. We do know, however, that the toll would be based on demand, and thus, would fluctuate throughout the day. The toll would be determined by the number of motorists who want to use the express lanes when the general purpose lanes are congested. Since the express lanes must maintain free-flowing traffic, as congestion increases in the express lanes, so will the toll. GDOT will closely monitor traffic conditions so that the toll can be adjusted throughout the day to manage demand.

Source/Note: Responses to all public comments were included in letters dated February 10, 2012 from GDOT to all who commented.

APPENDIX B
ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEETS

**Interstate 75 Managed Lanes
 GDOT Project CSNHS-0009-00(156)(157), Henry & Clayton Counties
 P.I.# 0009156 & 0009157**

Reversible Managed Lanes Alternative

ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEET

Stream Type Impacted	Intermittent 0.1		Perennial Stream > 15' in width 0.4			Perennial Stream ≤ 15' in width 0.8			
Priority Area	Tertiary 0.5		Secondary 0.8			Primary 1.5			
Existing Condition	Fully Impaired 0.25		Somewhat Impaired 0.5				Fully Functional 1.0		
Duration	Temporary 0.05			Recurrent 0.1			Permanent 0.2		
Dominant Impact	Shade/Clear	Utility X-ing	Bank Armor	Detention	Stream X-ing (≤ 100')	Impound	Morphologic Change	Pipe (>100')	Fill
	0.05	0.4	0.7	1.5	1.7	2.7	2.7	3	3.0
Scaling Factor (linear feet)	<100' impact 0	100-200' impact 0.05	201-500' impact 0.1	501-1000' impact 0.2	> 1000' impact 0.4 for each 1000' of impact (round impacts to the nearest 1000') (example: 2,200' of impact - scaling factor = 0.8; 2,800' of impact - scaling factor = 1.2)				

Reaches to Be Impacted	Stream 1	Stream 2	Stream 3	Stream 8	Stream 12
Simon Channel Evolution Stage	II	II	II	II	II
Rosgen Stream Type /D50	G3	G3	G4	G4	G3
Criteria for Selecting Existing Condition For Each Reach	Visual	Visual	Visual	Visual	Visual
Bankfull Width and Depth	Width: 12-20 ft Depth: 3-4 ft	Width: 12-18 ft Depth: 1-3 ft	Width: 12-22 ft Depth: 1-3 ft	Width: 1-6 ft Depth: 0.5-1.5 ft	Width: 13-22 ft Depth: 2-3 ft
Bankfull Indicators (attach photograph showing bankfull)	Photograph 2 in Photo Log	Photograph 3 in Photo Log	Photograph 4 in Photo Log	Photos 10-13 in Photo Log	Photograph 18 in Photo Log

Factor	Stream 1 (culvert ext.)	Stream 2 (culvert ext.)	Stream 3 (culvert ext.)	Stream 8 (culvert ext.)	Stream 12 (culvert ext.)
Stream Type Impacted	0.40	0.80	0.40	0.10	0.40

Priority Area	0.50	0.50	0.50	0.50	0.50
Existing Condition	0.50	0.50	0.50	0.50	0.50
Duration	0.20	0.20	0.20	0.20	0.20
Dominant Impact	1.70	1.70	1.70	1.70	1.70
Scaling Factor	0.10	0.10	0.10	0.10	0.10
Sum of Factors(M)	3.40	3.80	3.40	3.10	3.40
# Feet of Stream Impact(LF)	25	50	50	25	50
M x LF	85.00	190.00	170.00	77.50	170.00

Required Mitigation Credits / Page 1 =

692.50

Interstate 75 Managed Lanes
GDOT Project CSNHS-0009-00(156)(157), Henry & Clayton Counties
P.I.# 0009156 & 0009157
Reversible Managed Lanes Alternative
ADVERSE IMPACT FACTORS FOR RIVERINE SYSTEMS WORKSHEET

Stream Type Impacted	Intermittent 0.1			Perennial Stream > 15' in width 0.4			Perennial Stream ≤ 15' in width 0.8		
Priority Area	Tertiary 0.5			Secondary 0.8			Primary 1.5		
Existing Condition	Fully Impaired 0.25			Somewhat Impaired 0.5				Fully Functional 1.0	
Duration	Temporary 0.05				Recurrent 0.1			Permanent 0.2	
Dominant Impact	Shade/Clear 0.05	Utility X-ing 0.4	Bank Armor 0.7	Detention 1.5	Stream X-ing (≤ 100') 1.7	Impound 2.7	Morphologic Change 2.7	Pipe (>100') 3	Fill 3.0
Scaling Factor (linear feet)	<100' impact 0	100-200' impact 0.05	201-500' impact 0.1	501-1000' impact 0.2	> 1000' impact 0.4 for each 1000' of impact (round impacts to the nearest 1000') (example: 2,200' of impact - scaling factor = 0.8; 2,800' of impact - scaling factor - 1.2)				
Reaches to Be Impacted		Stream 13		Stream 15	Stream 16	Stream 23	Stream 24		
Simon Channel Evolution Stage		II		II	II	II	III		
Rosgen Stream Type /D50		G3		A5	B3	G4	G4		
Criteria for Selecting Existing Condition For Each Reach		Visual		Visual	Visual	Visual	Visual		
Bankfull Width and Depth		Width: 6-11 ft Depth: 1-2 ft		Width: 12-14 ft Depth: 1-3 ft	Width: 40-45 ft Depth: 2-4 ft	Width: 15-20 ft Depth: 3-4 ft	Width: 3-6 ft Depth: 1-2 ft		
Bankfull Indicators (attach photograph showing bankfull)		Photograph 19 in Photo Log		Photos 21-22 in Photo Log	Photos 23-24 in Photo Log	Photograph 27 in Photo Log	Photograph 29 in Photo Log		
Factor		Stream 13 (culvert ext.)		Stream 15 (culvert ext.)	Stream 16 (culvert ext.)	Stream 23 (culvert	Stream 24 (new culvert)		

				ext.)	
Stream Type Impacted	0.80	0.80	0.40	0.40	0.10
Priority Area	0.50	0.50	0.50	0.50	0.50
Existing Condition	0.50	0.50	0.50	0.50	0.25
Duration	0.20	0.20	0.20	0.20	0.20
Dominant Impact	1.70	1.70	1.70	1.70	1.70
Scaling Factor	0.10	0.10	0.10	0.10	0.10
Sum of Factors(M)	3.80	3.80	3.40	3.40	2.85
# Feet of Stream Impact(LF)	30	20	20	75	50
M x LF	114.00	76.00	68.00	255.00	142.50

Required Mitigation Credits / Page 2 = 655.50
Cumulative Mitigation Credits Required for the Project (HUC 03070103) = **1348.00**

GDOT Project CSNHS-0009-00(156)(157), Henry & Clayton Counties

P. I. #: 0009156 & 0009157

Reversible Managed Lanes Alternative

ADVERSE IMPACT FACTORS

Factor	Options						
Dominant Effect	Fill 2.0	Impound 1.8	Dredge 1.6	Drain 1.4	Flood 1.2	Clear 1.0	Shade 0.5
Duration of Effects	7+ years 2.0	5-7 years 1.5	3-5 years 1.0	1-3 years 0.5	<1 year 0.1		
Existing Condition	Class 1 2.0	Class 2 1.5	Class 3 1.0	Class 4 0.5	Class 5 0.1		
Lost Kind	Kind A 2.0	Kind B 1.5	Kind C 1.0	Kind D 0.5	Kind E 0.1		
Preventability	High 2.0	Moderate 1.0	Low 0.5	None 0			
Rarity Ranking	Rare 2.0	Uncommon 0.5	Common 0.1				

REQUIRED MITIGATION CREDITS WORKSHEET

Factor	Wetland 9 Permanent	Wetland 17 Permanent	Wetland 18 Permanent				
Dominant Effect	2.0	2.0	2.0				
Duration of Effects	2.0	2.0	2.0				
Existing Condition	1.0	1.0	1.0				
Lost Kind	1.5	1.5	1.5				
Preventability	0.5	0.5	0.5				
Rarity Ranking	0.1	0.1	0.1				
Sum of r Factors (R)	7.1	7.1	7.1	0.0	0.0	0.0	0.0
Impacted Area (AA)	0.115	0.023	0.168				
R x AA	0.82	0.16	1.19	0.00	0.00	0.00	0.00

Required Credits / Page 1 =

2.17

March 2011

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APPENDIX C

SPECIAL PROVISION 107.23G: PROTECTION OF FEDERALLY PROTECTED SPECIES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

SPECIAL PROVISION

**PROJECT: CSNHS-0009-00(156)(157) HENRY & CLAYTON COUNTIES
P.I.# 0009156 & 0009157**

Section 107 – Legal Regulations and Responsibility to the Public

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Add the following to Subsection 107.23:

G. Protection of Federally Protected Species

The following conditions are intended as a minimum to protect these species and its habitat during any activities that are in close proximity to the known location(s) of these species. When there is a conflict between the General Provisions and the Special Provisions, these Special Provisions will govern the work.

1. The Contractor shall advise all project personnel employed on this project about the potential presence and appearance of the federally protected barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), and eastern phoebe (*Sayornis phoebe*). Migratory bird nests were observed within the box culverts where Camp Creek (Stream 1), Birch Creek (Stream 2), Crittle Creek (Stream 4), Walnut Creek (Stream 5), Pates Creek (Stream 8), Rum Creek (Stream 13), Reeves Creek (Stream 15), and Panther Creek (Stream 271) cross the project corridor. All personnel shall be advised that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting these species in knowing violation of the Migratory Bird Treaty Act of 1918. Pictures and habitat information will be provided to the Contractor at the preconstruction conference and shall be posted in a conspicuous location in the project field office until such time that Final Acceptance of the project is made.
2. Work on bridges and culverts shall take place outside of the breeding and nesting season of phoebes and swallows, which begins April 1 and extends through August 31, unless exclusionary barriers are put in place to prevent birds from nesting beneath the existing bridge. Exclusionary devices in the form of netting made of plastic, canvas or other materials that are proposed by the contractor may be installed on the bridge(s) prior to March 1 or after August 31, but in no time in between this period. If exclusionary barriers are to be used, these steps shall be followed:
 - a. Notify the project ecologist by phone (404) 631-1100 of the decision to install exclusionary devices under the existing bridge and the date of installation, prior to the installation of any exclusionary devices.

- b. Check the underside of the bridge for nests prior to the placement of exclusionary netting. If nests are present, check to ensure that eggs or birds are not present in the nests. If the nests are found to be occupied, postpone construction activities associated with the bridge until after August 31 when the breeding season is complete.
 - c. Place exclusionary netting along the full length of the bridge to prevent the birds from accessing any existing nesting habitat. Installed netting prior to March 1 and leave in place until August 31 or until the bridgework is complete, whichever occurs first. If the exclusionary netting fails to prevent nesting (i.e., birds are able to bypass barriers and build nests), postpone construction activities associated with the bridge until after August 31.
 - d. During construction activities, inspect exclusionary netting for holes or other defects that impair the netting's ability to exclude phoebes or swallows from inhabiting the bridge. Any holes or defects shall be repaired immediately.
- 3. In the event any incident occurs that causes harm or that could be detrimental to the continued existence of the barn swallow, cliff swallow, and eastern phoebe along the project corridor, the Contractor shall report the incident immediately to the Project Engineer who in turn will notify Glenn Bowman, State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and the lead Federal Agency.
- 4. The Contractor shall keep a log detailing any sightings or injury to barn swallows, cliff swallows, and eastern phoebes in or adjacent to the project until such time that Final Acceptance of the project is made. Following project completion, the log and a report summarizing any incidents and/or sightings with these species shall be submitted by the Contractor to the:
 - a. Project Engineer;
 - b. U.S. Fish and Wildlife Service, Athens Field Office, 105 West Park Drive, Suite D, Athens, Georgia 30606;
 - c. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, Atlanta, Georgia 30308;
 - d. Georgia Department of Natural Resources, Wildlife Resources Division, Nongame Wildlife Regional Office, 116 Rum Creek Drive, Forsyth, GA 31029; and
 - e. Federal Highway Administration, Georgia Division, 61 Forsyth Street, S.W., Suite 17T100, Atlanta, Georgia 30303-3104.
- 5. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.